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The Hongkong Telegraph.

FOUNDED 1861
No. 21,859

六拜禮 號三月十英港香 SATURDAY, OCTOBER 3, 1925. 日六十月八

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CHINA PROBLEMS

MORE CONCESSIONS BY POWER?

LATEST NOTES

Peking, Oct. 3.

The following Note, dated Sep-
tember 30th, has been sent from
Chen Jul-in to De Heer Oudendijk:
—"In reply to the letter which
Your Excellency was pleased to
address to me, dated Sept. 17th, I
have the honour to confirm that I
am ready to discuss the Shanghai
incident with the object of settling
it as soon as possible in a just and
equitable manner. I would there-
fore be grateful to Your Excellency
if you would please let me know
your views and those of your col-
leagues, with the exception of the
reserve which you made in the
letter above referred to. I avail
myself, et cetera."

De Heer Oudendijk's reply, which
is dated October 1st, is as follows:
—"I have not failed to bring the
contents of Your Excellency's
letter of Sept. 30th to the know-
ledge of the interested diplomatic
representatives, who, as Your
Excellency knows, are animated no
less sincerely than yourself with
a desire for settling the unfortunate
incidents of May 30th at Shanghai,
which they have never ceased to
consider as deeply regrettable."

On their side, as on the side of
the authorities of the International
Settlement in Shanghai, everything
in their power has been done to
improve the situation, calm the
minds, re-create an atmosphere of
reciprocal confidence, and re-
establish normal conditions. All
military measures have been
abolished, the naval detachments
have been re-embarked, the Volun-
teer Corps demobilised, and
measures for security withdrawn.

Subsequently, the persons arrest-
ed at the time of the said incidents
were set at liberty, some time ago.
The schools closed or occupied were
re-opened some time ago. The
questions regarding the responsi-
bility for the unfortunate incidents
and the consequences which were
a result thereof, require profound
study. The interested diplomatic
representatives therefore are
desirous to continue an exchange of
views with Your Excellency on this
subject, and invite your attention
to the fact that the Chief of Police
of the International Settlement will
be suspended from his functions
while awaiting a settlement of the
question of responsibility.

As to the position of the
labourers at Shanghai, which has
been advanced as a fundamental
cause of the events which took
place, the interested diplomatic
representatives are ready to con-
tribute as far as is in their power,
and to give to this end the neces-
sary instructions to their Consuls
to facilitate the establishment of
satisfactory relations between the
employers and employed, as soon as
the Chinese Government on its side
gives similar instructions to this
end to the local authorities.

The Mixed Court.

On the other hand the interested
diplomatic representatives are
aware of the fact that rendition of
the Mixed Court, and the question
of representation of Chinese
Citizens on the Municipal Council
of the International Settlement in
Shanghai, have been advanced by
the Chinese community of that port.
In this respect it is a pleasure to
me to reiterate to Your Excellency
that the above mentioned diplomatic
representatives are ready to con-
duct with you to a successful ter-
mination of the negotiations concern-
ing the rendition of the Mixed
Court, which were begun some time
ago, and they are seriously study-
ing the most practical manner for

CANTON GENDARMES.

TRAINING ON SOVIET LINES.

With regard to the recent reports
that Gen. Wu Teh-ching was under
secret surveillance, a further report
comes to hand that Gen. Chang Kai-
shek has sent 30 non-commissioned
officers of the Cadets Corps to act
as instructors to the gendarmes un-
der the command of Gen. Wu. It
is stated that in the despatch which
accompanied the order, to receive
these non-coms, General Chang Kai-
shek made it evident that he was
greatly dissatisfied with the perfor-
mance of the gendarmes at the recent
inspection of this force. It was
found, he said, that the men were
badly drilled, ill-trained and without
discipline, and prompt action was
needed to rectify these defects. In
order to bring this force up to a
state of efficiency when called for
duty, says General Chang, it must
be modelled after the Soviet military
system, and for this reason these
non-commissioned officers were sent
as instructors.

It is generally believed that this
action of Gen. Chang Kai-shek is but
another way of absorbing the
gendarmes under his control, by the
introduction of officers from the
Cadets Corps, and that it is but a
matter of time before Gen. Wu Teh-
ching will be entirely stripped of his
military power.

obtaining the co-operation of the
Chinese and foreign inhabitants in
the work of municipal administra-
tion of Shanghai. They will not
fail to make known to Your Excel-
lency, with the least possible delay,
the result of this study.

It remains for me to mention
some of the wishes which have
been expressed in Chinese circles
with a view to improving the re-
lations between the Chinese
population of Shanghai and the
administration of the Interna-
tional Settlement, notably the
question of construction of roads
outside the Settlement and the
question concerning Press regula-
tions, wharfage dues and stock
exchanges; and that concerning
freedom of speech and assembly
and publications.

As to the first question, the
interested diplomatic representa-
tives opine that the construction
of these roads is undertaken ex-
clusively in the public interest,
and that construction has been
pursued for a number of years;
they nevertheless are disposed to
give instructions to the Consular
Body at Shanghai with the object
of reaching an understanding with
the local Chinese authorities for
a satisfactory and equitable solu-
tion of the question.

Finally, the regulations referred
to above are only in draft form, and
have never been promulgated nor
adopted. Whatever the circum-
stances, the interested diplomatic
representatives will not fail to take
into consideration, when their
approval is solicited, the desires
expressed by the Chinese Govern-
ment in order that they may con-
form to the principles of justice
and equity. They are, however,
ready to make the necessary recom-
mendations to the Municipal
Council thereon. I avail myself,
et cetera."

Another Note from Chen Jul-in
to De Heer Oudendijk, dated
October 2nd, states:—"I have had
the honour to receive your letter
of Oct. 1st wherein Your Excellency
was pleased to make known to me
the views of the interested diplo-
matic representatives with regard
to the unfortunate Shanghai
incidents."

I hasten to inform Your Excel-
lency that I shall be happy to con-
tinue the discussion of the remain-
ing questions, the question of
responsibility with that of the con-
sequences resulting therefrom, and
the question of rendition of the
Mixed Court and Chinese represen-
tation in the Municipal Council of
the International Settlement, in
order to bring about a successful
termination within the shortest
possible time; and I am ready to
communicate to Your Excellency
my proposals relative to the ques-
tions above indicated. I avail
myself, et cetera.—*Reuter.*

SHIPPING MISHAP.

PRINCE LINE STEAMER STRIKES CANAL BANK.

Hongkong Cargo on Board.

Port Said, Oct. 2.

The British steamer *Slave*,
Prince, from Hongkong and Batavia
for New York struck the bank of
the Suez Canal and is leaking in
the No. 1 hold, which contains
sugar, some of which is wetted.
As a result of a survey it is recom-
mended that the rivet holes be
plugged and the vessel proceed to
Alexandria.—*Reuter.*

SHIPPING STRIKE.

SOUTH AFRICAN TERMS FOR SETTLEMENT.

London, Oct. 2.

The Marine Workers' Union has
received a cable from the strikers
in South Africa:—

"Is it advisable for strikers in
South Africa to accept the following
terms—No prosecution of men, no
victimisation, no pay until the men
resume work, the Cape and South
African Governments to urge the
Imperial Government to hold an
impartial inquiry? Forty-eight
hours are given us to reply. The
men in Durban are solid, if the
Marine Workers' Union considers
the strike should continue. Reply
giving us your absolute confidence."
A special meeting of the Union
will be called to decide whether
these terms are satisfactory. A
cable has been sent to the strikers
in South Africa that the matter is
being considered. A further cable
will be sent immediately any
decision is reached.—*Reuter.*

High Handed Action.

Fremantle, Oct. 2.

Hundreds of strikers last night
raided the steamer *Demodocus* and
drew the fires and dropped the fire-
bars. They threatened the captain
and officers with violence if they
resisted. It is noteworthy that Mr.
Bruce recently telegraphed to the
Western Premier condemning the
failure to afford police protection
to the *Demodocus*, which the
strikers boarded and there per-
suaded the crew to join the strike.—*Reuter.*

AJDIR DOOMED.

SPANISH FORCES FEEL SAFER.

Madrid, Oct. 2.

As a result of the recent
successes of the Spanish forces they
occupy territory in the Alhucemas
sector, about twelve miles square,
the Spaniards occupying the heights
above Ajdir and now look down on
the stronghold of the redoubtable
Beniourraghel tribe, where dwell-
ings hitherto regarded as im-
pregnable and inviolate are now on
fire, constituting a funeral pyre for
the bogey so long menacing the
Spanish garrison on the island of
Alhucemas.—*Reuter.*

Ajdír Entered.

Madrid, Oct. 2.

It is announced that after a care-
ful reconnaissance, the Spaniards
have entered Ajdir and occupied a
number of other positions, the
enemy abandoning a large quantity
of material. The Rif's losses were
considerable.—*Reuter.*

U. S. DISASTER.

RAILWAY TUNNEL CAVES IN.

Richmond, Oct. 2.

The western end of the deep
tunnel of the Chesapeake-Ohio
Railway has caved in. It is
believed there are many casualties,
as it is stated that fifty labourers
were working in the tunnel at the
time of the collapse.—*Reuter's
American Service.*

LEVITZKI'S RECITAL.

A SINGAPORE TRIBUTE.

Mischa Levitzki, the noted
pianist, has arrived in Hongkong
for his recital to-night, which is
being keenly awaited by local
music-lovers.

A Singapore paper, commenting
on Levitzki's final recital, says:—
"No more convincing proof of the
impression made by Mischa
Levitzki on the musical public of
Singapore could have been found
than the crowded and enthusiastic
audience at the Victoria Theatre
last night, when the young
American pianist gave his second
recital here. This hour and a
half of brilliant playing on the
beautiful Steinway instrument was
an event to be remembered, and
Levitzki, unlike others who have
come here before their reputations
have been tested in London, can
be in no doubt whatever as to the
feelings with which Singapore
says goodbye to him. He has
given us two recitals of a quality
which will be stored away in the
sleazy portfolio of local musical
memories, and of those memories
his playing of Chopin will be
among the choicest."

FOOD CONTROLLER.

OFFICE NOW ABOLISHED.

It is notified in the *Gazette* that
the Food Controller has ceased to
exercise the functions of his office
as from September 30th.

Thus comes to an end an office
which has been in operation
since June 23rd, when Mr. N. L.
Smith was appointed Food Con-
troller in connection with the
strike emergency services. Dur-
ing the whole of that period, Mr.
Smith has filled the post with con-
spicuous ability, handling difficult
problems in a most praiseworthy
manner.

The abolition of the post pro-
vides further evidence of the fact
that the Colony is getting back to
normal conditions, there being
now no shortage in food supplies.

HARBOUR COLLISION.

BOAT BADLY DAMAGED.

A collision occurred yesterday
between a cargo boat and a steam
launch, as a result of which a
boatman was thrown into the
harbour.

The boat was being sailed into
the Yaumati breakwater when it
was run into by the steam
launch *Hop Wo*. The boatman
who was thrown into the water
was picked up by one of the crew
of the launch. Considerable
damage was done to the boat, this
being reckoned at \$300.

FELL OFF BUS.

BOY'S STOLEN RIDE.

Whilst a Kai Tack Company
bus was being tested along the
Saikung Road yesterday, the at-
tention of the driver was drawn
to the fact that a boy had fallen
from the vehicle.

The bus was not carrying any
passengers at the time, and it
appears that in endeavouring to
steal a ride on the bus, the boy
missed his footing and fell on to
the road. He was picked up seri-
ously injured, and was removed
to the Kwong Wah Hospital.

USE OF OPIUM.

NEW HONGKONG RULES.

The following regulations have
been made under the opium
ordinance:—

No person shall sell or offer for
sale any opium to any person
under 21 years of age.

No person except the Superin-
tendent shall purchase any opium
dross.

No person shall sell any opium
dross except to the Superin-
tendent.

"RED" POLICY.

EYES ON CHRISTIAN SCHOOLS.

SEIZURE SCHEME.

Following reports that the Can-
ton Government is short of funds
and that the salaries of all Gov-
ernment officials are in arrears,
some as much as nine months,
news comes that in view of the
immediate prosecution of war in
the East River Sector against Chan
Kling-ming, it has been found
necessary to cut down the expenses
of all administrative offices and
educational institutions.

In order to obtain money to pro-
vide the sinews of war, it is re-
ported that, with a covetous eye
on the Christian schools in Kwang-
tung, the Red regime in Canton,
has instigated students to hold
mass meetings for the purpose of
passing resolutions on the neces-
sity of taking over all schools be-
longing to and conducted by Chris-
tian Missions and of placing them
under the control of the Govern-
ment. On this account, it is said,

several Christian schools in Can-
ton have decided not to open for
this term, pending the action of the
Government in respect of the
students' activities.

It will be remembered that there
was a report some time ago that
the Canton Government intended
to take over the Canton Christian
College, but that the carrying out
of its intention was thwarted by the
prompt action of the College Board
of Trustees in New York, but in
regard to other Christian schools,
as well as institutions conducted
by Christian converts, whose teach-
ing staffs have gone on strike,
it is rumoured that they may be
forced to hand over their buildings
to the Government.

The report goes on to say that
the Government favours the taking
over of all the Christian schools
for the four following reasons:—

1. The curriculum taught in
Christian schools is manifestly
against the tenets of Bol-
shevism.
2. It would be derogatory to the
Government, while nearly all
its schools are either closed or
are being conducted at a
reduced expenditure, that
Christian schools should
flourish with ever increasing
enrolments.
3. Under the control of the Gov-
ernment, the students would
more readily imbibe the
doctrines of Bolshevism.
4. By the acquisition of the
Christian schools, the Govern-
ment would automatically
acquire large holdings of
landed property which could
be turned to the Government's
account.

LABOUR CONGRESS.

MOUNTAINS OF MISUNDER- STANDING REMOVED.

London, Oct. 2.

After the Labour Conference had
concluded, Mr. Ramsay MacDonald,
in an interview, said that he was
delighted with the Conference. It
has been a great consolidating
conference and they had removed
mountains of misunderstanding,
and the industrial and political
sections of the Party were now
better co-ordinated than ever.—*Reuter.*

DUTCH BANK RATE.

Amsterdam, Oct. 2.

The Bank of Netherlands is
lowering its rate from four to three
and a half per cent. from to-
morrow.—*Reuter.*

Bulls and Inners

□ □ From the Office Butts. □ □

Signs of Normality.—A broker
was observed to wipe his fore-
head last Wednesday.

Apparently the Chinese do not
favour Chamberlain's remedy for
their troubles.

The plan of the Chinese delega-
tion to Canton would work if
the strikers would.

If it takes nine tailors to make
a man it doesn't take half as
many compradores to break him.

Brokers should take a lesson
from their cars; they make best
headway on the level.

A pessimist is an advertiser
who wants to let a house "for
about a year, with probable ex-
tension for the duration of the
strike."

Latest news from the Praya
sector is that an Armistice has
been arranged between the trams
and motor-cars.

The Colony's supply of live-
stock is improving. The *Telegraph*,
however, has always had a good
supply of Bulls.

The experience gained in the
use of explosives during the
strike may have had something
to do with the small attendance
at the opening of the Language
School on Monday.

With the healthier tone of the
share market, we hear of one
broker who has nearly made up
his mind to consider the pur-
chase of a new bowler hat this
winter.

A Lieutenant in the Canton
Army gets paid \$66 a month—if
he's lucky.

What Canton needs most is a
good half dozen Rationalisation
Corps.

The Hongkong *Lapper* may
have her little weaknesses, but
she is by no means effeminate.

What China needs most isn't so
much a ruler with a firm hand
as a firm hand with a ruler.

Talking about evolution, didn't
Eve make a monkey out of
Adam?

In a recent cricketing article,
the *Daily Press* refers to "Spoff-
forth," but omits to make any
mention of our dear old friend
Hobbs.

It would seem that the differ-
ence between a Hongkong and
a Whampoa Cadet is mostly a
matter of energy.

On the principle enunciated in
a contemporary, it might be
claimed that "what the *Telegraph*
thinks to-day Oxford (or England)
thinks the day after to-morrow."

Health Note.—It is submitted
that the Government would have
found it cheaper in the long run
to house, free of charge, on the
Peak, a certain Taiipo sanitary
inspector.

Or, alternatively, if the fan-tan
monopoly for play at various
stations on our railway were
farmed out, quite a respectable
sum might be raised for the pur-
chase of necessary disinfectants.

It is further submitted that it
would be more to the point if the
man 6.04in. Chest 43 1/4in. Almost
Asst. M. O. H., Dr. A. G. M. Be-
new, but grown out of. "Suppose
vern, had been sent to Taiipo to in-
struct the railway officials how
to keep their building in a sani-
tary condition or to report on the
Malaria! Mosquito Farm on
Crown land in the same vicinity,
than to send him to Japan to
attend the Health Organisation
of the League of Nations.

The "shop" most in demand
just now in business circles is the
one with the axe.

From a local auction notice:—
"1 set of golf sticks, 1 camp bed,
1 champagne cooler, 1 solid tube."
Must be a bachelor getting mar-
ried; if so, the "solid tube" might
be useful later on for self-protec-
tion.

A widow is a lady who has a
good time on your life insurance.

Talking of life insurance, what
about Government pensions for
journalists?

The Acts of the Apostles have
nothing on our Economy Act.

From the number of I.O.U.'s
these days, the waste paper
baskets will soon be charging rent.

What about our Attorney
General fixing us up with a nice
little Emigration Ordinance?

According to the *Daily Press*,
"already bats are being freely
made that the river boats will be
running to and from Hongkong
and Canton more or less as usual
within the next few weeks." By
the same token, we know a man
willing to wager that the ice-
cream season will nearly come
to an end sometime between
October and February.

The fear of death covers a
multitude of life insurance
policies.

When is Stock Exchange Sun-
day? The first Sunday after
Lent.

We'd like the boycott to finish
soon if for no other reason than
that it will give those jazz orche-
stras a rest.

Mr. Damocles had only one
sword hanging over his head.

There seems to be nothing left
for "Triton" to do except write a
new bible.

During the other day our sub-
editor got the meaning of the
French word "Etais," by simply
spelling it backwards.

Some of these birds specially
engaged to paint period furniture
and pictures on new ships seem
to forget that the riveters and
draughtsmen are in the same boat.

Judging from the weather re-
ports from Morocco, the Rifas
appear to be getting cold feet.

"Chinese in Oxford Bags," says
a heading. Yet they say Britain
has done nothing for China.

We've got friends at Home after
all. Close on the heels of the
\$3,000,000 Loan comes news that
a Home expert is to fix up our
telephone troubles for us.

Lots of folk these days in the
matter of accounts don't seem to
know when time leaves off and
eternity begins.

It pays to keep straight. A
corkscrew was lost last Sunday
at Castle Peak.

Faith will not die while am-
munition can be bought.

Doctors say we are what we
eat. Yesterday MacWhirter com-
plained about getting a "bad egg-
chase of necessary disinfectants."

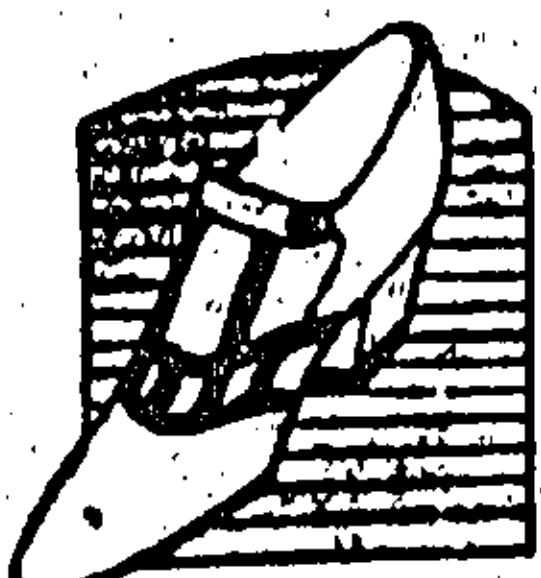
From to-day's *S. C. M. Post*—
For Sale. Prock Coat etc., "fit
would be more to the point if the
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Asst. M. O. H., Dr. A. G. M. Be-
new, but grown out of." Suppose
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struct the railway officials how
to keep their building in a sani-
tary condition or to report on the
Malaria! Mosquito Farm on
Crown land in the same vicinity,
than to send him to Japan to
attend the Health Organisation
of the League of Nations.

"Margate" on gramophone
users:—"A good plan, and one
which I can cheerfully recom-
mend and endorse, is to take
these malcontents out at early
dawn one fine day and have them
summarily shot. Such a proceed-
ure would, no doubt, teach them a
lesson they would not forget. The
one with the axe."

NOTICES.

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No. 2, Duddell Street,
3rd. floor, Hongkong.

BOLSHEVISM IN CANTON.

TWO ENTIRELY OPPOSITE VIEWS.

Mr. Sun Fo's Hypocrisy.

Mr. Sun Fo, son of the late Dr. Sun Yat-sen and Commissioner of Reconstruction in Kuangtung, has arrived in Shanghai to arrange for the funeral of his father, which will take place shortly in Nanking, and also in connection with the question of "co-operation with Peking in national" diplomatic issues.

In the course of an interview with a representative of the N. C. D. News, Mr. Sun said that his visit to Peking, with Mr. Fu Ping-hsing (the Canton Commissioner of Foreign Affairs), was quite satisfactory. They had succeeded in clarifying the situation and in making it known to Peking that Canton was prepared to co-operate in matters of issues which involved China's national rights and honour.

Mr. Sun said that the reports of "Bolshevism in Canton" were caused by two aspects. First was the fact that the Canton authorities had in their employ quite a number of Russian army officers who acted as experts in the re-organization and training of Canton's army and as a result some of these were enrolled in the military academy at Whampoa. This institution had enrolled some 10,000 cadets, whose training occupied not more than a year. They were the best disciplined troops in the south.

"As to Communism," continued Mr. Sun, "I can honestly say that there is none at all in Kuangtung and there is no intention whatsoever to introduce Communism, or Bolshevism, into Canton. Of course, if some Hongkong newspaper correspondents regard every act of ours as Bolshevistic and Communistic, it depends upon what they mean."

The second fact which caused people to describe the Cantonese as Bolsheviks was the labour movement in Canton for the last five years. Canton had led the country in the labour movement, he remarked. The working classes in that city were more organized than any other group in the whole of China. This was due to the Government's policy of assisting in improving their conditions of living. Canton encouraged the formation of labour unions, but that did not necessarily mean to say that they had adopted Bolshevism. The strongest labour unions were in Great Britain, but Britain certainly had not adopted Bolshevism or Communism.

A Canton Resident.

The views of Mr. Sun Fo, as outlined in the accompanying interview, were set before a prominent Canton merchant who has lived over eight years on Shanghai and in Canton and who happens to be in Shanghai on a business trip.

"What Mr. Sun has to say regarding Bolshevism and Communism," asserted this gentleman, "is nonsense. Canton is absolutely run by communists, inasmuch as Borodin, the Soviet consul, has complete (though, of course, unofficial) control. He is backed by a large staff of Red Russians and he now famous—or infamous—Whampoa Cadets. This corps is composed of the riff-raff of Canton—labour leaders, disbanded soldiers and is officered by disappointed military commanders, the dregs of various political factions. Behind these cadets are the Russian instructors. There were over 60 at the Whampoa Military Academy when I left Canton about

THE SUI-YIK SOLDIERS.

A FURTHER QUANTITY OF ARMS FOUND.

Serviceable Weapons.

A further quantity of arms and ammunition was discovered by the police authorities on the persons of some of the 150 soldiers from the Sui Yik, who were repatriated by rail on Thursday.

As stated yesterday, the men were taken from the Sui Yik, which since its seizure has been under police guard in the Naval anchorage, and escorted to Shum Chun, where they were released. Prior to their embarkation at Kowloon a final search was carried out on the persons of some of the younger members of the party, whom the police called "followers," were found Mauser pistols and ammunition. A further search of their luggage revealed the presence of other fire arms, some of which are believed to have been loaded.

In order that the soldiers should not succeed in gaining liberty with any arms or ammunition in their possession, another search was made before they were released. This search, however, yielded nothing.

The approximate number of additional arms found is given as 12 Mauser and one Luger pistols and a quantity of ammunition. Unlike the first and second seizures the arms are said to be serviceable and of a modern make.

a month ago. I understand there are more now, together with other Bolshevik officials who have come from Moscow via Vladivostok at the call of Borodin."

Whilst this body of troops comprises the rabble of Canton and the surrounding districts, it is, declared our informant, a fine unit from a military point of view. The men are splendidly trained by the Russians, and are well armed and clothed. They have field guns as well as machine guns, and shiploads of arms and ammunition arrive regularly at Canton from the North.

These Bolsheviks, continued the Canton merchant, rule the city with a rod of iron. Ninety per cent of the people hate them, but the Russian hold is so strong that they can do nothing. Everything is taxed to the hilt, and it is understood that, following a well-known Soviet principle, Chinese capital in Canton is to be levied upon.

The 90 per cent of the population which is governed against its will is completely defenceless, and there is not the slightest hope that the moderates will ever be able to resume power. The Bolsheviks would not give up Canton without a hard fight, and they are so well organized and armed that the Cantonese themselves could not resist them with any hopes of success.

The only man who is likely to break their rule, declared the merchant, was Chan Kwing-ming, who has a large following amongst the moderates of Canton. At present, however, he is not considered strong enough, either in manpower or money.

"I would reiterate," concluded our informant, "that Bolshevism absolutely rules Canton, and no one knows that better than Mr. Sun Fo. He also knows that, as things are, there is no chance of his party handling the reins of government. Indeed, I would go so far as to say that it is very unlikely that he will attempt to return to Canton whilst the present regime exists."

ROSARY SUNDAY.

TO-MORROW'S PROCESSION AT KOWLOON.

The Programme.

The Feast of Our Lady of the Holy Rosary will be celebrated at the Rosary Church, Chatham Road, Kowloon, to-morrow, when four masses will be held in the morning and the recitation of the rosary, procession, sermon and benediction, will take place at 4.30 in the afternoon.

In a circular, the members of the Confraternity of the Holy Rosary and all the faithful are respectfully invited to approach the sacraments of penance and holy communion and to visit the Church in order to gain the numerous indulgences accorded. A plenary indulgence is granted to those who assist at one of the Holy Masses, and also to those who visit the said Church from this afternoon until midnight of the Feast Day. A plenary indulgence is granted at each visit.

The Procession.

The order of the procession will be as follows.—The Banner of Our Lady, girls scattering flowers, St. Joseph's Apostleship of Prayer, St. Joseph's Confraternity, Blessed Sacrament Confraternity, Bearers of the Mysteries of the Rosary, Confraternity of the Holy Rosary, Confraternity of St. Aloysius, The Children of Mary, girls scattering flowers, The Clergy, The Statue of Our Lady, Guard of Honour, (Mgs. da Costa Nunes), The Bishop, The Consuls and the Knights, Ladies' Apostleship of Prayer, The Sociedade Philarmónica Band, The Faithful.

PROPERTY SALE.

BRISK BIDDING FOR KOWLOON LOT.

There was a large attendance at the China Auction Rooms yesterday afternoon, when Mr. E. V. M. R. de Sousa offered for sale a valuable leasehold property situated at Battery Street, Yau-mat.

The property was started at \$8,000 and after some very fast bidding the lot was finally knocked down to Mr. Man King, of the Lock Hing Curio Shop, of Queen's Road Central, at the price of \$13,400, representing 27 bids of \$200 each.

The property is at Yau-mat, known as No. 127, Battery Street. This property is entitled to a Crown Lease for the term of 75 years from the 3rd April, with an option of renewal for a further term of 75 years. The Annual Crown Rent is \$10 and the area, 782 square feet.

FATE OF A JAPANESE STEAMER.

WRECKED OFF THE PESCADORES.

The Tomashima Maru (2,050 tons) of the Narazaki Kisen Kaisha, of Tokyo, chartered by the Suzuki Shoten, Kobe, is believed to have foundered near the Pescadores, in the violent rakstorm of the 15th ult. She left Keelung for Canton on the 13th with a full cargo of coal.

Wreckage of her boats and six bodies of her crew have been washed ashore on the Pescadores, and the fate of her complement of thirty-three officers and men is feared. It is stated the steamer was rechartered by Suzuki to the Kishida Shoten, of Keelung, and was insured with the Tokyo Marine Insurance Company.

MOTOR BUS MISHAP.

PASSENGERS RECEIVE A SHAKING.

Yesterday, at about 10.30 a.m., on the Kowloon City Road, near the Sung Wong Hill, a motor bus suddenly came to grief through the near-side wheels sinking into a mud-bog on the edge of the road. Fortunately, beyond a severe shaking, none of the passengers were injured, and the vehicle was towed on to terra firma shortly afterwards.

The accident was due to the bad state of the road, which has been in this condition for the last few months, owing to the construction of a new underground drain. The strike undoubtedly has delayed the completion of the work, but it constitutes a serious danger to the travelling public. A similar accident on almost the same spot was reported in these columns a few months ago.

P. I. MAGAZINE EXPLODES.

RAIN OF SHELLS AT FORT MCKINLEY.

Manila, October 2.—A magazine at Fort McKinley exploded, raining shells on the reservation of the adjacent village. There are believed to be no casualties. The cause of the explosion has not been determined.—*Reuter.*

CHOLERA IN THE PHILIPPINES.

Manila, October 2.—There have been seventeen cases of Cholera in Manila and adjacent provinces during the past forty-eight hours. The new cases are decreasing.—*Reuter.*

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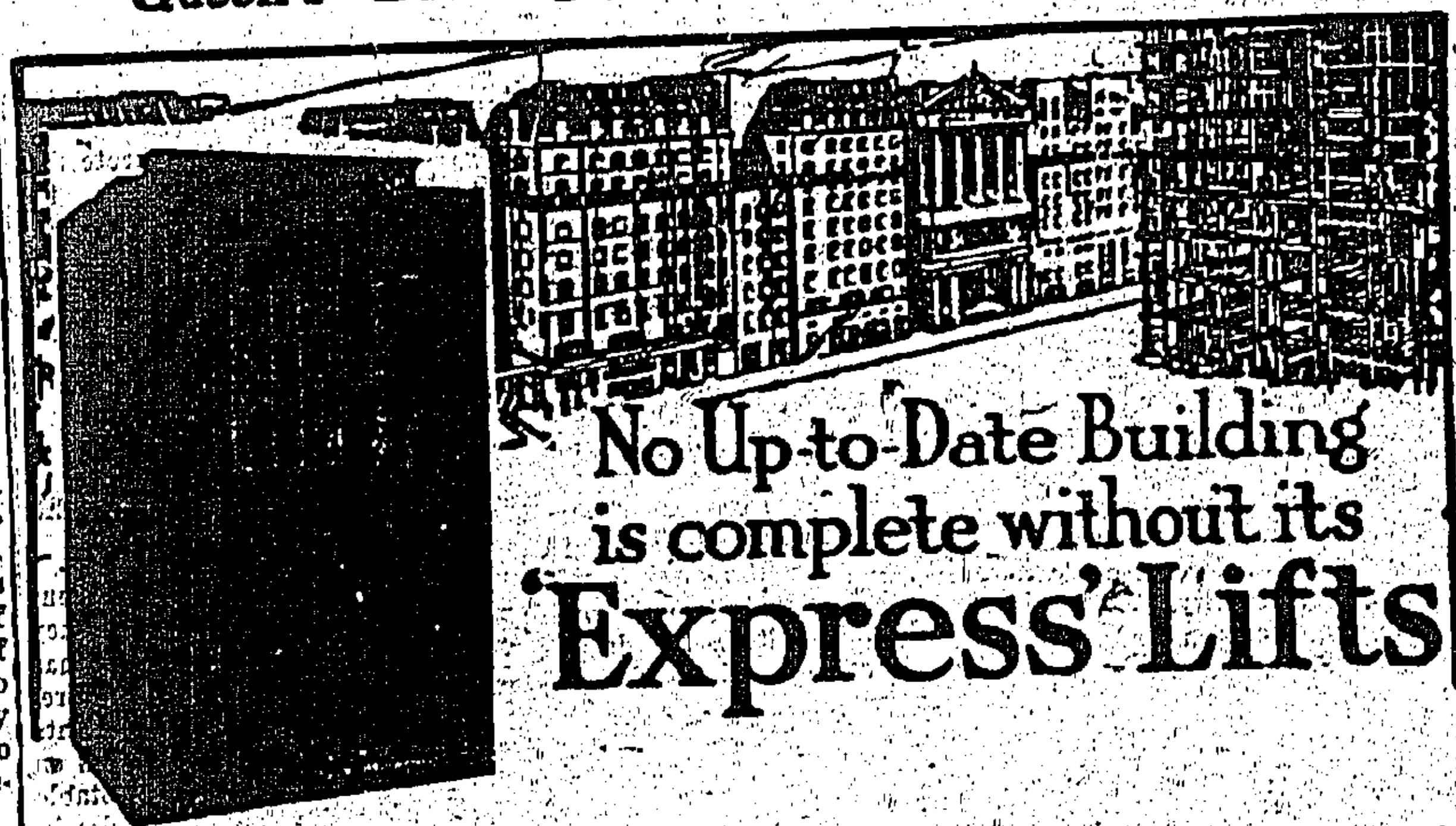
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genuine

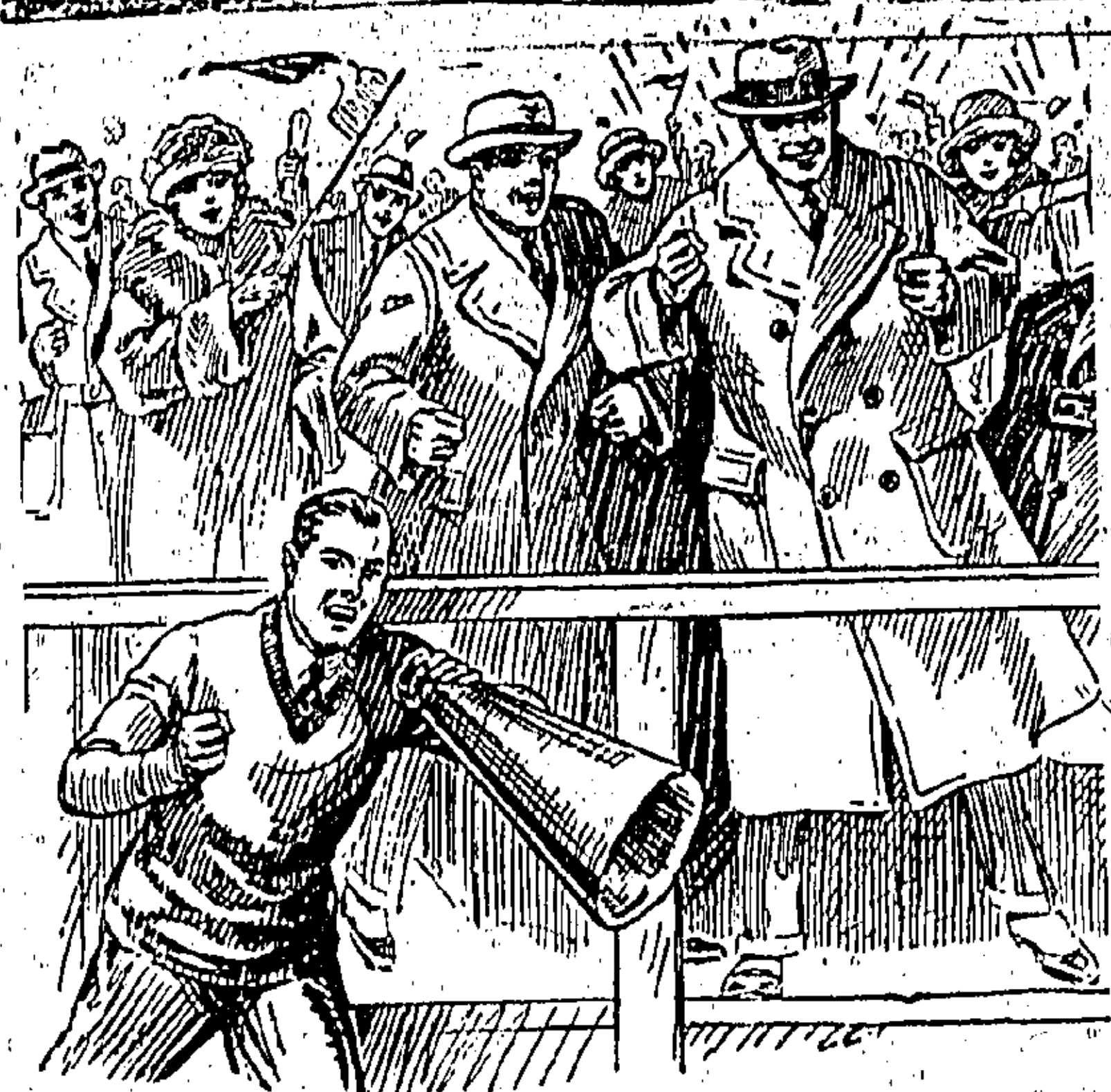
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Emulsion**
It brings health to all.

SALESMAN SAM.



Sam Must Think She Has Nine Lives





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ON THE HAWKINS.

PRINCE POPULAR WITH CREW.

Given no Privilege at Sea.

Prince George is one of the most popular officers on board the cruiser Hawkins, flagship of the British Asiatic Squadron, and although the Prince has been on the cruiser only about four months, he is regarded as a capable sailor and efficient executive.

On the cruiser he is merely a sub-lieutenant in the British Navy. His life at sea is the same as any other officer of his rank on the Hawkins, his fellow officers aver, and he "takes his turn" without the slightest equivocation.

Sub-Lieutenant Halsey, who was pointed out as the "officer to see" with regard to Prince George, for Halsey is aide to the royal lieutenant—avows that the Prince is a good seaman and that he likes life in the Navy. That is the consensus of a number of the Hawkins' officers.

"When we are out at sea," one of them said, "he is treated just like any other man of his rank on board. He likes it, or appears to like the life, and certainly the men like him. He takes his turn just like the rest of the officers. No special attention is paid to him, and he would rather have it that way, of course."

That sort of thing is expected from his fellow officers once one has seen Prince George. He was asked to pose for a photograph. The Hawkins was crowded with camera men soon after she anchored off Yokohama Harbour. He consented and came bounding up the narrow, steep companionway to the Admiral's deck.

There is frankness about this Prince that shows why the British are so proud of their royalty. He appears sincere, somewhat diffident, almost with a certain youthful, nervousness and vigour. He looked to Captain Royle for instructions as he reached the deck and faced the cameras.

Then he strode across to a spot unprotected by the awning and, standing in the glaring sunlight, permitted the clicking cameras to do their worst. He smiled, engagingly, his dark, handsome face alight with amusement and interest in the proceedings. It had been stated before he came up that there would be no interviewing. A moment later he departed in company with the British Naval Attaché.

Resemblance to Father.

Below, on the main deck, he strolled about, chatting with his fellow officers for all the world like one of them in every way. He is little in build, a young man of 23, perhaps a little over six feet tall, with black hair that he parts on one side. In the long face there is a resemblance to his father, after whom he was named.

He is apparently a most likeable chap in every way and no man on board the Hawkins should not like this hearty youth who is their Prince. If one could have chatted with him it might have been found that he was greatly interested in Japan and things Japanese.

It possibly would also have been discovered that he is a sportsman and perhaps goes in for tennis and golf. For he looks as if, with his fine shoulders and his long legs, he could be a dangerous opponent in both games. Athletic in build, the picture of health, a popular young man, Prince George should be at least as great an asset to his country as his brother, the Prince of Wales.—*Japan Advertiser.*

V.R.C. AQUATIC FESTIVAL.

DEAD HEAT IN 200 YARDS CHAMPIONSHIP.

The Veteran Again.

Once again there was a poor attendance to watch the events in the third day's programme of the V.R.C. Aquatic sports at the Club's bath.

All events were well contested and some excellent performances accomplished. The 200 yards championship of the Colony produced a good race and an exciting finish. D. Lyon and A. F. May making a dead heat of it after Lyon had been leading by barely half a yard from the start.

The long plunge proved interesting and was won by the veteran C. J. Cooke by the narrow margin of nine inches. J. H. Witchell was second with a fine plunge of 61 feet 3 inches.

The 100 yards championship for boys was won by F. Roza Pereira in very convincing style from J. S. Lyon. The 100 yards championship of H. M. forces drew three entries and Pte. Edwards ran away with the race after Humberstone had been hanging close on his heels for three parts of the race.

The final programme will commence this afternoon at 3 p.m. It is notified that a race not mentioned in the programme will be held to-day. This is for Chinese ladies. Two entries have been received and more would be welcomed by the officials.

Results.

Four Lengths Handicap (members), 1st, heat, 1. J. V. Ramsay (71 sec.), 2. J. Stewart. 2nd, heat, 1. D. Laing (62 sec.), 2. A. Botelho (66 sec.).

100 Yards Boys' Championship. 1. L. Roza Pereira, 2. J. S. Lyon. Time 74 2/5 sec.

Long Plunge, Colony Championship. 1. C. J. Cooke (62 feet), 2. J. H. Witchell (61 ft. 3 ins.).

200 Yards Championship of the Colony. J. Lyon and A. F. May dead heat in 2 m. 30 sec.

Four Lengths Handicap, Ladies. 1. Miss C. Smith, 2. Miss M. Blunsdon. Time 1 m. 33 1/5 sec.

Final Girls Two Lengths. 1. Miss D. Hunt, 2. Miss C. Dixon. Time 42 3/5 sec.

100 Yards Breast Stroke, Colony Championship. 1. Cpl. Lidster, 2. Wan Kwong-tin. Time 1 m. 22 sec.

Two Lengths Handicap (Army and Navy). 1. Bandsman Scott, 2. Pte. Edwards. Time 23 3/5 sec.

Two Lengths Team race won by following team. E. A. Brodie (Capt.), G. R. Razavet, E. W. Raiton, A. A. R. Botelho, J. Stewart, J. Kent, J. Soares and A. Kitchell.

Four Lengths Handicap (Girls under 15). 1. D. Hunt, 2. E. Allen. Time 1 m. 39 2/5 sec.

100 Yards Championship H. M. Forces. 1. Pte. Edwards, 2. Cpl. Humberstone. Time 71 3/5 sec.

CRICKET.

UNIVERSITY TEAMS.

The following will represent the University 1st XI v Hermes to-day at 2 p.m. on the University ground—A. A. Rumjahn (Captain), Rev. P. K. Quick, H. N. Ballhatch, S. O. Shalibudin, W. M. Gittins, D. K. Samy, S. A. M. Sopher, S. Hachiuma, I. Tajima, E. Zimmern and B. P. Ng.

The following will represent the University 2nd XI v Civil Service C. C. on the latter's ground—B. N. Sudan (Captain), C. W. Lam, W. H. Sling, C. A. Peterson, Y. C. R. Vianjee, A. T. M. Barma, Y. C. Teh, C. H. Yeoh, H. Y. Leong, C. K. Ong and F. Hiptoola.

FOES TO BOLSHEVISM.

INSPIRING MESSAGE TO ARMY LEADERS.

To encourage the anti-Red Cantonese Army in their present campaign against the Canton Reds, the All-China Anti-Red Union has addressed the following telegram to the Commanders of the army:

"The Cantonese Army in Eastern Kwangtung: 'Bolsheviks' Chang Kai-shek, Wang Chung-wei and C. C. Wu, taking orders from Soviet Russia, are attempting to destroy their own countrymen. Inwardly they encourage labour to go against their employers and outwardly they frame up anti-foreign movements. They are 'hated by man and God and unpardonable in earth and heaven.'"

"When reading your recent circular telegram, we learn that you are mobilizing your force on the Yang River, where the anti-Red banners are highly hoisted, and are to drive the wizards from Canton, thus delivering the people to peace and prosperity. This determination shall receive blessings from far and near."

"The work of the Bolshevists has, however, made good progress. They pretend to be doing constructive works, and pretend also to be anxious to settle the present labour strike. By so pretending they expect to soften the anti-Red movement and discourage the anti-Red military campaign in the East River."

"When we look around the conditions in our own side, we find that unless we hold together strongly it will be difficult for us to carry out our policy and achieve success. Difference in political opinions should be accepted with utmost honesty. Then, there will be no provincial or partial prejudices among us and everybody will rush to meet the enemy."

Succour our yellow race and kill those Red slaves. When once we firmly decide to act thus there will be no difficulty in restoring peace in Kwangtung province. Carrying bows and halberds, you soldiers of the people fight on the front. Attacking with mouths and pens, we civilians have sworn to back you up. After this telegram is despatched to express our enthusiasm, we await reports of victory from you."

"The All-China Anti-Bolshevik Union."

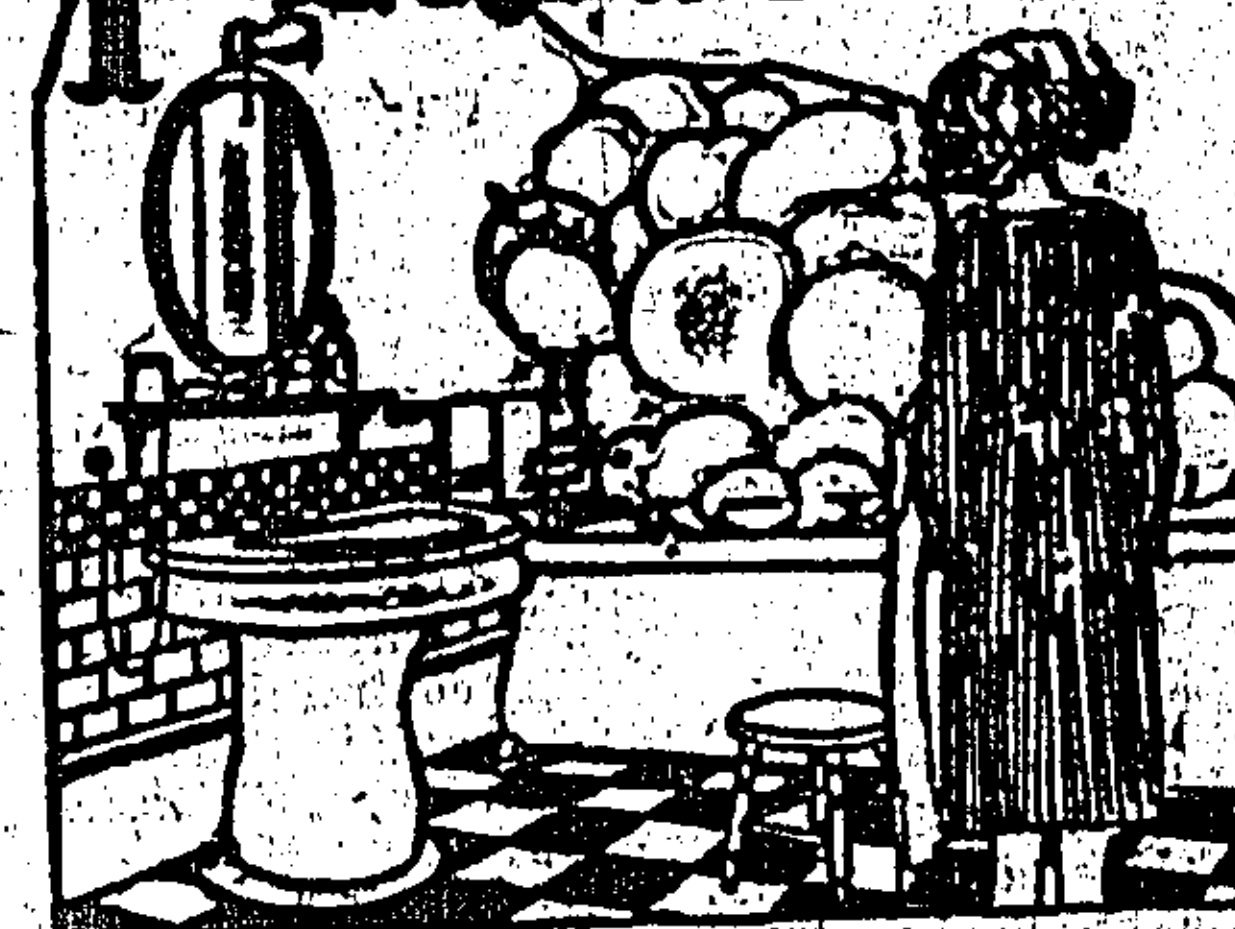
IF YOU ARE THINKING OF HAVING YOUR CLOTHES DRY-CLEANED, MAY WE SUGGEST THAT YOU ASK YOUR FRIENDS WHAT THEY THINK OF OUR WORK?

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ANT, BRITISH, is open
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TO LET.—European house
with 7 big rooms, well-ven-
tilated and facing harbour, 7 Mid-
dle Road, Kowloon. Apply to
Chan Chiu Ching, c/o Johnson
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GODOWN TO LET, in Alex-
andra Buildings. Apply
Secretary, A. S. Watson & Co.,
Limited.

TO LET.—One European flat,
Wanchai Gap Road, Hong-
kong. Apply to 32 Kennedy
Road.

TO LET.—Spacious suite of
Offices 2nd floor, Chartered
Bank Building (left), Apply to:
Linstead & Davis, Alexandra
Buildings.

ON Oct. about March 1926 whole
flat or a portion of offices
in the "French Building" ex
"Victoria Building," No. 5
Queen's Road Central (between
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Apply to: Banque de l'Indochine
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TO LET.—Two newly con-
structed, European houses,
Magazine Gap, Motor Road,
three flats, three large rooms
each with kitchen, servants'
quarters and bath room, fitted
with flush system. Garages
provided. Immediate possession.
Apply Sang Kee, New Bank
Building.

In the Matter of the Companies
Ordinances, 1911-1921.

In the Matter of the North Point
Development Co., Ltd.

(Voluntary Liquidation)

NOTICE IS HEREBY GIVEN
pursuant to Section 188 of the Com-
panies Ordinance, 1911 that a
General Meeting of the Members of
the above-named Company will be
held at Prince's Buildings, Ice
House Street, on Monday, the 2nd
November, 1925, at 12.30 o'clock in
the afternoon, for the purpose of
having an account laid before them,
showing the manner in which the
winding-up has been conducted,
and the property of the Company
disposed of, and of hearing any
explanations that may be given by
the Liquidator, and also of deter-
mining by Extraordinary Resolution
the manner in which the Books,
Accounts and Documents of the
Company and of the Liquidator
thereof shall be disposed of.
Dated this 28th day of September,
1925.

S. M. CHURN,
Liquidator.

MISCELLANEOUS.

Have you not often wished you
had someone to attend to those
little jobs for you, jobs that may
seem trifling yet demand prompt
attention? Give them to us. We
undertake ANY commissions at
reasonable rates. Give us a trial.
Entirely European supervision,
strict privacy maintained. We
guarantee fast service. Our busi-
ness hours are 8-30 a.m. to 10 p.m.
ring central No. 1280 or address
communications to General Utility
Service (1st floor) 56 Queen's
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Save money by going home for
tiffin. Parties of 4 or more want-
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We have investors interested
in sound shares at favourable
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WANTED.—Several Chinese
scholars holding higher
Chinese literary degrees posses-
sing also good knowledge of
English to translate into Chinese
an English version of the "Holy
Koran" Scholars with Islamic
sympathies preferred. Please
apply Mohideen & Co., 64,
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FOR SALE

FOR SALE.—Dodge car 2-3
seater in excellent condition with
4 new tyres. Any reasonable
offer accepted. Trial given.
Apply Box No. 1388 Hongkong
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NOTICE.

The Gula-Kalumpung Rubber
Estates, Ltd.

NOTICE is hereby given that
the Colonial Register of Share-
holders will be closed from
September 30th to October 27th,
1925, inclusive.

By Order,

LOWE, BINGHAM &
MATTHEWS,
Colonial Register.

CÔNSUL DO DE PORTUGAL

Cervola de Albuquerque, Con-
sul Geral de Portugal, informa a
Comunidade Portuguesa de Hong-
kong que no dia 5 de Outubro, 15
aniversario da Implantacao da
Republica, recebera todos os
cidadãos Portugueses que o queir-
am honrar com a sua visita, na
Sala Luiz de Camoes do Club
Lusitano, das 11.30 a 1 hora da
tarde.

NOTICE.

LAWN BOWLS.

INTERPORT SELF ION
GAME.

Sunday 4th Oct. at 3.30 p.m.
Talkoo Club Extend A Cordial
Invitation to the
Ladies.

Tea will be Served.

Luncheon will leave Talkoo Club
For Kowloon at 7 p.m.

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SELTONA is a colloidion
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PROMENADE CONCERT

at Volunteer Headquarters
on Friday 9th October,
9.15 p.m.

The cream of local talent
assisted by the band of the 1st
Battalion East Surrey Regiment
by kind permission of Lt.-Col.
Montague Bates G.B.C. M.G.D., S.O.
and Officers.

Also the H.V.D.C. Scottish Co.
Pipers and Dancers.

NOTICE.

That the insuring public
approves of our methods and is
satisfied with our results is demon-
strated by the fact that the total
amount of our assurance in force
is now over 970 million gold
dollars.

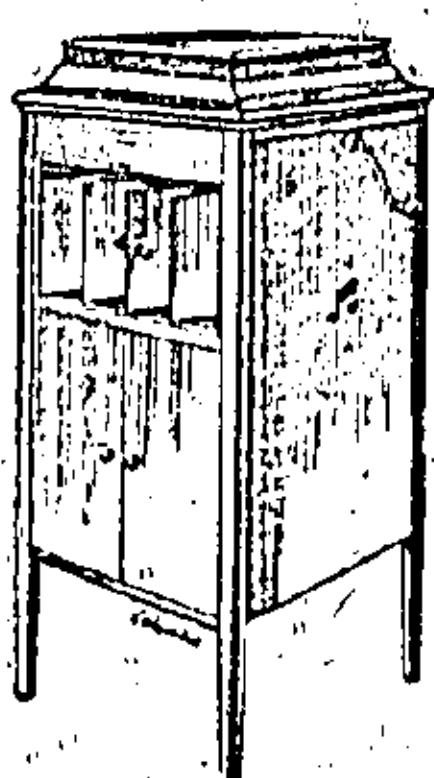
Sun Life Assurance Co.,
of Canada.

King's Building,

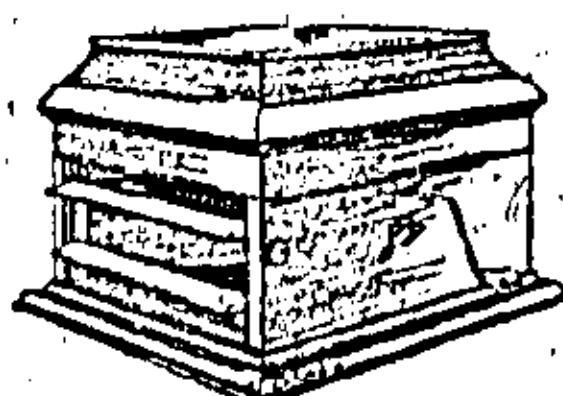
Hongkong, September 25, 1925.



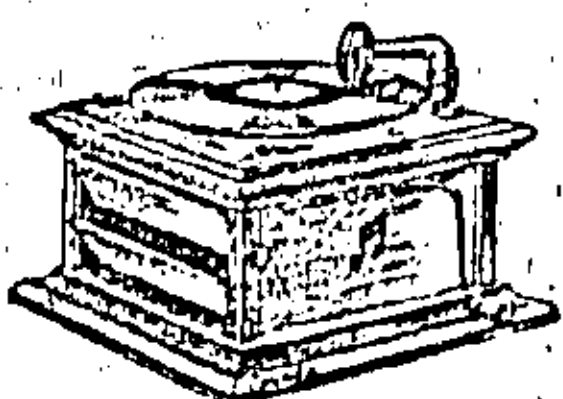
The New
COLUMBIA
ENGLISH
GRAFONOLA



TRIPLE SPRING MOTOR
\$350.00



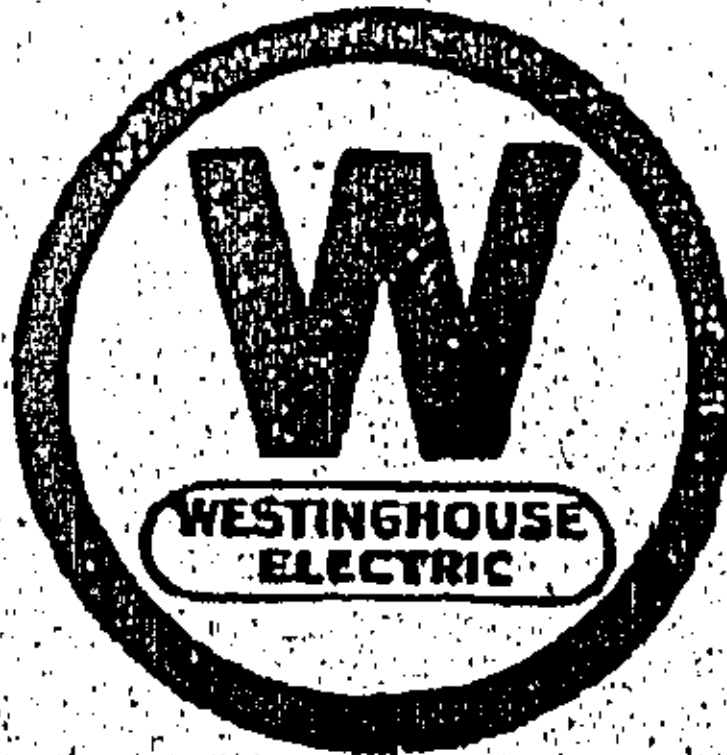
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PUBLIC AUCTION

THE Undersigned have received
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Tuesday, the 6th Oct. 1925,
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A Valuable Collection of
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Harbour of Hongkong

The Auctioneering and Brokering
Co., Ltd., at their salesroom,
No. 4B Duddell Street.

on

WEDNESDAY, the 14th day of

October, 1925,

at

2 o'clock p.m.

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Auctioneering and Brokering
Company, Limited.

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Apply to:—
Messrs. WOO and NASH,
Solicitors,

Nos. 14 & 6 Queen's Road,
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The Auctioneering & Brokering
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No. 4B Duddell Street.

Dated the 30th September, 1925.

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Auction for account of the
concerned at their Auction Room
at 4B Duddell Street on

Monday

the 5th October 1925 at 3 p.m.

Consisting of:—2 pairs woollen
blankets, 2 Gent's Overcoats, 1
Gent's Summer Suit, 1 Gent's
Hat, 1 pair Gent's Leather leg-
gings, 1 Ladies Winter coat, 1
Electric massage Vibrator, 1
Folding camp-bed, 1 set of Golf-
sticks in case, 1 Champagne
cooler, 1 Allen Portable Bath,
1 Solid tube, Dasko, Cup-board,
Stands, Scavos, Butter dishes,
also

2 New Fire Extinguishers (with
Chemical filler) All the above
lots are to be sold without reserve

Terms:—Cash on delivery.

Auctioneering & Brokering

Co., Ltd.

L. E. S. HODGE,

Auctioneer

Hongkong, 2nd October, 1925.

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send it to the CHINA AUCTION
ROOM.

E. V. M. R. DE SOUSA,

Auctioneer.

CORRESPONDENCE.

[To the Editor of the Hongkong
Telegraph.]

Home Letters.

Sir,—The majority of those who
read "M.P.'s" letter in your issue
of yesterday will, I feel sure,
extend him their sympathy in a
friendly way. "M.P." does not
realise the fact that he is an
exceedingly lucky fellow. Look at
the multitude of hen-pecked hus-
bands at Home, who are not so
fortunate in being able to place
9,900 odd miles between them and
their wives! He can go where he
wishes, do what he likes, come
home at three o'clock in the
morning, smoke in bed, sing in
the bath, swear at the dog, the
cat or the parrot, drink what he
chooses, and generally let more
freedom and maybe sunshine into
his life. Why worry about
letters?

When a loving husband writes
about such sloppy things as the
staying out at night, or that the
paper boy forgot to call that
morning, and other insignificant
matters, it's not to be wondered
at that such outpourings are
treated as lies by a suspicious
wife, who will further imagine
that her spouse is trying to hide
or side-track some secrets relat-
ing to the good times he is having.
Most wives are suspicious of
their husbands in this hectic age.

Your wife, "M.P.," must have
been exceedingly ungrateful
after a nine-page attempt by you
to introduce a little pep into a
welcome epistle. The treatment
you received reminds me of the
yarn of a fellow who did not get
on at all well with his wife.
One day, a pal said to him
"Ever try lovingly kissing your
wife?" "I haven't kissed my
wife for over eighteen months,"
he replied. "Now, look here,"
said his pal, when you go home
to-night, go in with a broad smile
on your face, put your wife
lovingly on the back, and then kiss
her as though you meant it. "I
will," said the other. Next day,
his pal enquired how he got on.
"Simply awful," he replied. "I
did as you told me, and when I
kissed my wife, she burst out
crying." "Crying?" queried
his pal. "Yes, crying, and
muttering something about
Dolly having smashed a lot of
crockery, the cat having eaten up
the canary and the dog having
bitten the neighbour." adding
"and now you've come home
drunk!" "All a misunderstanding.
And it's the same with many
things that go wrong."

Forgive me, "M.P.," for suggest-
ing some slight improvement on
your discovery. Your romantic
fantasy of the cook-boy's fare-
well will not interest such a wife
as yours, not a wee bit, but some-
thing like this will: "I know, dar-
ling, that you are not exactly a
Gloria Swanson or a Gladys Cooper,
but I am desperately longing
for the time when I can see your
sweet, smiling face. It would be
a great change, dear, from the
motley crowd of sour-faced amahs,
boys and shroffs with whom I am
daily brought into contact."

Those fellows who really desire
to receive nice, appetising letters
from their wives at Home should
remember that a little encourage-
ment goes a long way. A woman
likes to be continually assured
that she is loved. Faith moves
mountains, and, after all, the
woman who gets the most out of
life must be a woman of infinite
curiosity.—Yours etc.

SINBAD.

Hongkong, Oct. 2nd, 1925.

Sir,—The correspondence on
the question "Should men write
home to their wives?" is quite
intriguing. Personally as far as
I am concerned I think the habit
absolutely futile. For nearly
seven long years have I resided
in Hongkong, but although I like
writing and receiving letters, I
have never yet been guilty of
writing home to "the wife"—for
the simple reason, Dear Editor,
that I haven't got one!—
Yours etc.

R. M.

Hongkong, Oct. 3rd, 1925

CHILI'S NEW CABINET.

THE PRINCIPAL

APPOINTMENTS.

Santiago, Oct. 2.

A new Cabinet has been formed,
with Senator Luis Concha as
Premier, Senator Barros Jarpa as
Minister for Foreign Affairs, and
Senator Dazoy as Minister for
War.

HELPING TRADE.

(By Stan Hill.)



VOLUNTEERS v. "HERMES."

"HERMES."

BY "WANDERER."

THE FOOTBALLERS DRAW.

BY "WANDERER."

A football match, one of the
series of sports being decided
between the H.V.D.C. and H.M.S.
Hermes, was played last evening
and resulted in the division of
four goals.

The Hermes were the first to
score, their inside-left heading
through beautifully midway
through the second half. Up to
that time the football had been
very scrappy and purposeless,
but the goal served to put a little
more life into the Volunteers and
Mason broke through to score
easily. Some few minutes later
Bowker secured about forty yards
out and after defeating the back
and getting clear through he
drew out the goalkeeper and put
the ball into an untenanted net.
The Hermes equalised just be-
fore time.

The Volunteers did not turn up
as selected and Wheeler and Wat-
son filled the vacant positions.
They were the better side on the
whole, but the Hermes goalkeeper
played exceedingly well and kept
out many shots which looked goals
all the way.

The Hermes have several good
players but do not work well as an
eleven.

DEBT DEADLOCK.

FALL OF THE FRANC.

New York, Oct. 2.
The disappointments resulting
from the absence of a permanent
settlement of the French Debt is
reflected to-day in an initial break
of eight points on the franc to
4.66 1/2 cents and a decline in all
French bonds listed here. Wall
Street was expecting that the
debt negotiations would have the
way to a French loan here shortly
of probably a hundred million
dollars.—Reuter's American Ser-
vice.

An electrical apparatus invent-
ed by Phillip P. Quale of the U.S.
Bureau of Standards makes it
possible to take pictures of bullets
as they leave the mouths of guns.
Pictures taken so far upst—
one of the theories which has been
held. This is that the gases which
leave the muzzle of the gun after
the bullet follow closely behind
and help increase the initial
velocity of the bullet. The
photographs show that the gases
lag far behind the bullet almost
immediately and so cannot con-
tribute anything to the velocity
of the bullet once it leaves the
muzzle.

MOVIE CHASE.

AN UNSCREENED INCIDENT.

The finish of the 9.15 perfor-
mance at the World Theatre last
night was followed by an exciting
episode.

After the audience had cleared
from the Theatre the attention of
an employee was drawn to a leg
dangling from one of the upper
windows. The owner of the leg
was ordered to come down from
his perch, but no heed was paid
to the command.

The combined efforts of the em-
ployees were then employed in
an attempt to dislodge the in-
truder from his refuge on the
scaffolding, but the latter proved
to be too agile.

A chase occurred in which the
intruder scrambled from post to
post along the scaffolding, but in
the end his escape was cut off,
and he was seized.

The captive turned out to be a
small boy, who was charged be-
fore the Magistrate this morning
with trespass.

EINSTEIN.

A Storm Centre.

Professor Albert Einstein seems
to be becoming increasingly the
storm centre on the frontier of
science.

One argument is already raging
as a result of Dr. D. G. Miller's
otherworldly experiment atop
Mount Wilson. Dr. Miller is now
repeating it and if results are the
same, it may be necessary to
modify the section of the theory
which has to do with the
relativity of motion.

Now a second battle is looming
as a result of the experiment
performed by Dr. A. A. Michelson
of the University of Chicago at
Clearing Hill.

Dr. Michelson built a rectangle
of water pipe, 2,000 feet long, and
1500 feet wide, and pumped the air
out of it. Then he reflected beams
of light through the rectangle and
measured their speed.

The results do not directly
challenge the Einstein theory but
in some ways are hard to recon-
cile with it.

Dr. Ludwig Silberstein, the
foremost American authority of
relativity, says they can be ex-
plained by assuming that the
ether of space is compressible and
subject to the action of gravity.
Dr. Lorentz, the famous Dutch
physicist, also makes the same
explanation.

But Professor Einstein an-
nounces from Berlin that he is
unwilling to believe that the ether
behaves that way.
Only further experiments

LACTOGEN FOR YOUR BABY

WOMEN'S INTERESTS

LACTOGEN FOR YOUR BABY



This wrap is of beige-coloured kasha cloth trimmed with bands of chipmunk fur whose tan and brown tones blend most harmoniously with the material.

Jewelled monograms, very small and compact are used on the small black silver envelope bags.

Ermine makes light fur wraps and trims some of the loveliest cloth models.

WAISTS COMING BACK.

The old question of waist-line has recurred.

Some of the leading fashion houses have just been exhibiting models with the waist-line quite high—higher than it was last year, and as high as Napoleonic times. At the same time other models are shown with the waist-line in various positions.

All this is subtle propaganda, the purpose being to induce women to have higher waist-lines. It is sometimes said that fashion dictates. That is not true. Fashion in these days is evolutionary, not revolutionary. But it has its own way in the long run.

SLOW-EDUCATION OF WOMEN.
It took several years to get women's waist down; it is taking several years to get it up again. This year it is higher than last year, and last year it was higher than the year before. Woman is gradually being educated to the change.

While on the subject of waists, another important development must be noted. Dresses which fit close to the figure are returning. For a long while loose dresses have hung upon women's forms much as sacks might do upon a clothes hanger; the skill of the maker had to be restricted to a cut which had little regard to the shape that was underneath.

CLOTHES TO FIT ONCE MORE.
Now the clothes may fit the form again, and a woman with a good figure will be able to show it off to the best advantage.

Thus, at the moment women of all conceivable shapes can dress as best suit their individualities. They can put their waist-lines where they like. But the higher it is the more they will please the fashion propagandists (or agitators), and if they are proud of their figures they can do what women did four or five thousand years ago, and at frequent intervals since—wear dresses closely fitting to the waist.



Pictured above are three of the coming season's sports models.

"MAKING DO" IN THE HOUSE.

A small household does not, usually, boast sets of all the plate and cutlery, which are considered appropriate to each course at an expensively-furnished table, but to all intents and purposes, perfectly served little meals can be devised with quite a limited range of table utensils.

Oysters may be eaten with dinner forks if three-pronged oyster forks are not available. Soup is correctly served in wide teacups standing in their own saucers, as in soup plates. When china dishes run short, plated entree dishes come in useful, for vegetables and extra sweets, besides entrees and savouries.

In lieu of the properly-shaped salad plates, ordinary cheese plates may be arranged to the left of every place for the purpose, or to be very up-to-date, have a little bowl of salad specially prepared for each person. Glass finger bowls do very well, or bowls of some quaint pottery ware.

Where silver bon-bon dishes are not to hand for the chocolates and sweets handed round at desert, little glass or dainty porcelain saucers are used. Wood brass bowls of Benares workmanship strike a novel note.

Serve custard, jelly, fruit salad and ices in claret or champagne glasses on plates.

At dessert, ornamental bowls usually devoted to flowers, and artistically arranged baskets frequently take the place of the more ordinary fruit dishes. It is quite permissible to hand crystallised fruits in the wooden or cardboard boxes in which they are packed, accompanied, of course, by a silver fork to help them.

Jam spoons and silver fruit forks may be placed for use with pickles, chutney, &c.

For the condiments, salt, pepper and mustard, so many people now use the dainty glass cruet sets in preference to the once universal silver, that they hardly come under the category of "making do."

As to wine glasses, no ordinary household should feel the need in these days of more, than a set of good claret and port glasses, which, according to size, answer all requirements not covered by tumblers.

At tea time entree dishes again come in useful to take the place of silver cake baskets when daintily lined with lace doilies.



This delightful sports frock is made of black patterned crepe in two tones of red on a white background. The border is of white crepe to match the upper part of the skirt.

Enamelled buckles are very much liked for the new colonial pumps—so are those of carved wood.

A very attractive new pump is made of beige-coloured kid with trimmings of lizard in the same tone.

White leather coats are shown for motor wear, to be worn with white crêpe de chine sport dresses.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 5.



BY PEGGY GALLIMORE.
OF GEORGE WHITE'S "SCANDALS."

I'm from California, the land of oranges and lemons, and it may be impulses of patriotism for my native state that makes me believe these two fruits are the most beautifying ones grown in any land.

Instead of coffee in the morning, I have a mixed drink composed of the juice of two oranges and one lemon and enough chopped ice to make it musical in the glass.

When other people indulge in afternoon tea, I have another glass of orange juice, tricked out with a sprig of mint and a red cherry or so. It is just as invigorating as tea and much better for the complexion.

I always have oranges in my dressing room at the theatre, and eat them in preference to candy or sandwiches when I feel it is a long wait until the next meal.

The person who started that slogan about the apple a day keeping the doctor away had never met the orange or I feel sure he would have given the honorable mention to the orange.

THIS WEEK'S RECIPE.

WATERMELON COCKTAIL.

Cut the pink part of a watermelon into neat cubes or balls with a French vegetable cutter. Allow 12 marbles or half-inch cubes for each cocktail. If the melon is not sweet sprinkle with sugar. Add orange juice, allowing 2 tablespoons for each serving and 1 teaspoon minced mint leaves for each cocktail. Put mixture into a glass jar with a closely fitting cover and chill thoroughly before serving. Serve in high standing glass.

THE CHILD AND THE TOOTHBRUSH.

Every child should be taught to wash the teeth immediately after eating. One of the great causes of tooth decay is a lack of oral hygiene. But there is the real problem of how to interest a child in tooth-brush drill.

A lot depends upon the temperament of the individual child. The imaginative little person can be told a story about the little Tooth Fairies, who have just been to a party, and have spilt crumbs on their pretty white clothes. And how the Food Queen will punish them by asking the crumbs to dig holes if they are not instantly removed.

The handles of toothbrushes are very easy to paint, and little heads in bath-enamels, or just the name of the small owner, will give a toothbrush an individuality that appeals to a child.

Tooth-brushes may also be bought with coloured handles, orange, jade and red, and so on. Let each child choose the colour he or she likes best. This will prove amusing, and make the ownership of the brushes a matter beyond all questioning or quarrelling.

To hang a slate and pencil near the bathroom basin, and to ask the child to make a mark every time he brushes his teeth, with a special reward at the end of each week when he has not failed a single time in the duty, rarely fails to bring results. Especially is this so in a family where there are several children; and the rivalry in this matter is an additional incentive to dental hygiene.

VERY CHIC.



Here, Chinese red satin makes slim, straight trousers and a dash for a charming little jacket of embroidered organdy and lace. The trousers are fastened to a flesh colour silk bodice.

THIS WEEK'S RECIPE.

APPLE TAPIOCA PUDDING.

Four tart apples, 1 cup sugar, 1 cup quick cooking tapioca, 2½ cups boiling water, 1 teaspoon salt, 1 tablespoon butter, 1 teaspoon cinnamon.

Add salt to boiling water and stir in tapioca. Cook in double boiler until tapioca is transparent. Add half the sugar. Pare apples, cut in halves and remove cores. Arrange in a buttered baking dish with cut side up. Sprinkle with remaining sugar, dot with bits of butter and sprinkle with cinnamon. Pour over prepared tapioca and bake in a moderate oven until apples are tender. Certain varieties of apples will cook in 20 minutes. Serve warm or cold with plain or whipped cream.

"DOGGIE" DRESSES.

Everything to match—that is the established rule of fashion at present.

It is now "the done thing" to dress mother and child exactly alike, a custom that has been immortalised in the portraits of the Old Masters. Not always is it followed to-day with the same charming results.

In Hyde Park recently a mother and daughter and dog were seen who formed a striking trio—a too striking trio, perhaps.

The face of the mother was painted, and so was that of the child. The mother wore flowered chiffon, and so did the child. By the side of the latter was a little dog who wore a collar made of artificial little roses, the nearest that could be got to flowered chiffon. Thus dogs are "made to match" in these days.

A little while ago one sometimes came across women in beige with beige-coloured dogs. Now beige is not so popular, and the problem is to find dogs of a matchable colour. Some new species may have to be discovered, for who ever heard of a flowered chiffon dog?

The nearest that can be got to it is to adorn the dog with collars of artificial flowers. Perhaps soon we may have dyed dogs.

In Siberia the hares turn white all over in winter to match the snow. Why cannot dogs similarly oblige and change their skins to suit the modes of the moment?

FIVE-MINUTE BEAUTY HINTS.

An excellent five-minute beauty treatment for the hands consists of rubbing the following mixture into them for two or three minutes. Put into a small cup a dessertspoonful of strained lemon juice, two of pure glycerine, and four of distilled rosewater. Rub this into the hands as though washing them. They must first be cleaned thoroughly, then, when the lotion has almost dried into the skin, put a teaspoonful of fine oatmeal on the palm of one hand and rub well over both, repeating the washing movements. Rub till the oatmeal comes off in flakes, and the skin will look delightfully soft and smooth.

NEW OPERATIC SENSATION.



Mlle. Vanda Nonticos, Circassian beauty, who received a wonderful ovation in Paris in her operatic debut as Regina in "The Barber of Seville."

BURNETT'S

FAMOUS LONDON

DRY GIN

Gives that distinctive
excellence to a cocktail.
Makes a delicious gin
slang.

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VERY FINEST CLOSE-BARK
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3 SIZES.

HARROW.
SHORT HANDLE.
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Telephone C. 1186.

BIRTH

SUCKLING.—On September 22, 1925, at Dr. Fearn's Sanatorium Shanghai, to Mr. and Mrs. Percy H. Suckling, twin daughters.

RORARIO.—At St. Joseph's Mansion, 1, Robinson Road, on 2nd October 1925, to Mr. and Mrs. D.A. Rozario, a son. Mother and child both well. (Manila and Shanghai papers please copy).

DEATH

STUART.—On September 25, 1925, at the General Hospital, Shanghai, Eulalia Maria Stuart (Lalita), aged 43 years, beloved wife of John L. Stuart.

ACKNOWLEDGMENT.

Mr. and Mrs. D. Harvey on behalf of Mrs. W. Mason and family thank all friends for their kind expressions of sympathy in their recent bereavement, also for floral tributes sent and to those who attended the funeral.

The Telegraph.

SATURDAY OCTOBER 3, 1925.

BATHING BEACHES.

With the closing of the Kennedy Town and Stonecutters' public bathing beaches on Monday next, we shall have come to the end of another bathing season—a season which has been particularly free from typhoon "blows," but also one in which the social disturbance of the strike and boycott had a tremendous effect on the number of bathers. The official returns, when they come to be published, will probably be the lowest on record, and it is to be hoped that the exceptional circumstances of this season will be borne in mind when the question of providing public bathing facilities comes up again. It would be unfair to take this year's figures when considering the provision to be made for next year.

When one looks at the map of Hongkong and adjacent territory and notes the almost limitless natural facilities for sea-bathing, it is extraordinary that so little provision has been made in the past by the Hongkong Government to bring those facilities within the reach of the thousands of inhabitants who dwell in the narrow, confined and congested districts of this Colony. There must be thousands of Chinese here who rarely, if ever, have a chance to bathe, and yet the Chinese are, as a people, not averse to bathing and swimming. The questions of cost and convenience are very vital in a matter like this, and it must always remain something of

a shame that those in whose hands the administration of this Colony has rested have so signally failed to make provision for adequate, cheap and convenient bathing facilities. A beach at Kennedy Town (and not a nice beach at any time) and a system of steam launch bathing ferries to Stonecutters' Island (too expensive for working-class Chinese) is all the provision we have had this year, unless one wishes to include the little bit of foreshore allotted to the Chinese Recreation Club and which lies between the Royal Hongkong Yacht Club and the Electric Company's generating station at North Point. Beyond that, there has been nothing. The whole of the coast line of Hongkong's vast harbour can be searched in vain to discover any beach definitely set aside for bathing, and when one goes outside, to such a place as Repulse Bay, it is only to find that the Government has permitted the jostling and crowding together of private matsheds which exclude all room for public bathing and from which the Government draws an annual rent. It has been said, and one fears with a fair amount of truthfulness, that the Hongkong Government is extremely chary of spending any public money without being able to see a return in some form or another. By building roads and opening up new districts the Government sells a rare land, but it stands to get nothing tangible in return if it undertakes the creation and equipment of several public bathing beaches and provided free facilities for the enjoyment of those beaches by Chinese who cannot afford to pay for a swim but who would, nevertheless, greatly enjoy one. There are plenty of beaches to be found, even though a short journey might be necessary to reach them. And many a Government or Municipal Council would have conceived it to be its duty not only to have developed Hongkong's harbour for commercial purposes but for healthful public purposes also. It has been said that the real wealth of a community can best be measured by the number of its healthy citizens, and there are not a few who think, with us, that a little more of Hongkong's public money might with profit be invested in the provision of such a health-promoting agency as easily-accessible free public bathing beaches.

The Press Conference.

Reference was made the other day, at the Imperial Press Conference being held in Australia, to the improvements of communications between the Mother-country and the Colonies, brought about during the past few years, and largely due to the efforts of the newspapers. One of the chief aims has been, cheapness of communication, whereby the Empire's Press can be enabled to publish fuller reports of important world events, and altogether better news services regarding matters of inter-Empire interest. In this way, undoubtedly, a correct understanding of political problems and a greater appreciation of the points of view of other countries can be conveyed to the masses of the reading public, with lasting results. Undoubtedly, the vastly increased telegraphic traffic all over the world, and to some extent the competitive value of the radio, have effected marked reductions in cost, but there is yet room for cheaper rates. The aim of the world's newspapers is to obtain even lower charges for their news services, particularly over certain routes, where higher costs have resulted in comparative neglect of a fruitful field. Reference was made at the Conference, as reported

DAY BY DAY.

TROUBLE AND PERPLEXITY
DRIVE US TO PRAYER, AND
PRAYER DRIVETH AWAY
TROUBLE AND PERPLEXITY.—
Melancthon.

The opening rate of the dollar on demand to-day is 2s. 5.1/18d.

The master of the Philoctetes reports the death of two Chinese deck passengers from tuberculosis.

It is notified that the name of the Kung Yick Company, Limited, has been struck off the Register.

It is notified in the Gazette that the resolution fixing the rating on the New Kowloon Bay Reclamation lot at 13 per cent. came into effect on October 1st.

Sir Claud Savern is to preside at the annual meeting of the Hongkong Philharmonic Society at the Cathedral Hall on Monday night. It is expected that several important questions will be discussed.

The Consul-General for Portugal will preside at a reception at the Club Lusitano on Monday, to the Portuguese Community, from 11.30 a.m. to 1 p.m. the day being the 15th Anniversary of the Portuguese Republic.

The Chief Justice has appointed Mr. A. Dyer Ball, Official Receiver, to be a Commissioner to administer oaths and take declarations, affirmations, and attestations of honour in the Court, so long as he holds the office of the Official Receiver.

It is notified that, at the expiration of three months, the Mutual Bank of China, Limited, and the Wo Hing Navigation Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

Among the passengers departing by the P. & O. s.s. Karmala for Home to-day are Lieut. Commr. Warren H. Jotham, H.M.S. Ambrose; Mr. H. Glanville, of the Union Insurance Society, Hongkong; Mr. H. R. Butters; and Miss E. Fothergill, of the Matilda Hospital.

A meeting of the Licensing Board is to be held in the Council Chamber on Friday, 6th, November, at noon, for the purpose of considering applications for publicans' licences, hotel keepers' adjunct licences and restaurant keepers' adjunct licences for the year 1925-1926 under the Liquors Consolidation Ordinance, 1911.

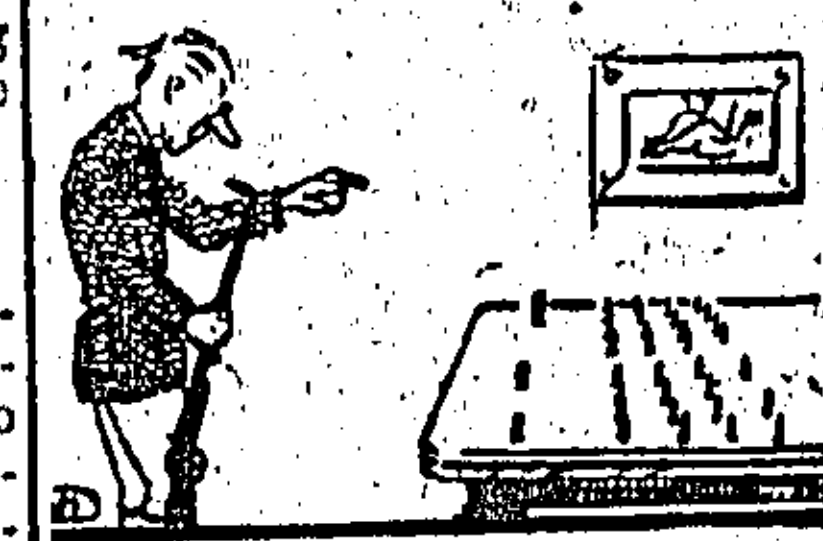
Samples analysed under the Sale of Food and Drugs Ordinance during the quarter ended 30th September were 53 of milk, nine of bread, 15 of tinned food, two of coffee and one each of several other commodities, the total number examined being 96. The only adulterations were two of milk and one each of vinegar and camphorated oil.

In a message published yesterday, to the fact that it is cheaper to cable news from London to Colombo, a comparatively long distance, than, for example, from Colombo to Hongkong. We are unable for the moment to obtain the rate for Press messages between London and Colombo, but the charge per word from Hongkong to Ceylon is 25 cents, and from Hongkong to London 45 cents, which proves the lower charge over the Ceylon-Britain route. The explanation is, we believe, simple enough. Where there is more traffic, the cable companies are able to reduce the rates. If the volume of messages passing between Colombo and other places further east justified it, no doubt the charges, whether Press or ordinary cabling rates, would be less than at present. On the other hand, a reduction usually leads automatically to a larger traffic.



Next week marks the opening of the grouse-shooting season, and a reader has written asking me what sort of a gun I am in the habit of using for this enthralling sport. This is rather a curious coincidence, as I have just had a new type of gun built for me expressly for the coming season. In former years I have suffered much from my inability to discharge my weapon effectively at high angles, the recoil invariably knocking me over backwards. I have, therefore, designed a gun the barrels of which turn up at right angles at the ends, a device which will enable me to fire vertically whilst holding the gun horizontally. By pressing a stud I can also deflect the ends of the barrels either to the right or the left, thus making it possible to shoot round corners and so attack the grouse unawares.

My gunmaker warns me that I may have a little difficulty with my cartridges at first, as, of course, the shot does not know that it has to make a right angled turn in the barrels. But patience and perseverance should enable me to train my cartridges in the



way I want them to go; and, anyhow, I cannot possibly kill fewer grouse with my new gun than I have hitherto done with my old.

I see that a close season for whitebait has been proclaimed and will be enforced until the middle of October. Meanwhile the London restaurateurs, I suppose, will have to rely on the synthetic whitebait out of the Serpentine.

At a Lincolnshire wedding celebrated last week, I read that all the men present wore white flannels. The bridegroom, however, was no doubt easily identified by wearing, in addition, the customary worried look.

POEMS FOR THE TOTS.

(A series of moral verses for juvenile readers.)

A naughty boy was Eric Bayles
He always bit his finger-nails.
Despite his parent's stern commands
He bit them all, on both his hands.
So vicious did the habit grow
That soon his nails were gone;
and so
He started to gnaw off his fingers!
To-day at death's door Eric
lingers.
O children, never bite your nails!
I caution you be wise and wary.
Or yours the fate of Eric
Bayles—
A premature a-bit-u-ary.

From a recent issue of a prominent theatrical paper I cull the following advertisement:—

"Wanted (for successful Royalty), a dwarf or midget. Must be small."
These last three words absolutely dispose of the chance of the world's largest dwarf getting the job.

What do you think has happened? Following on the prosecution of Professor Scopes for teaching Evolution in Dayton, Tennessee, they have now arrested my poor friend Dr. Bulkeley Stodger, the famous dietitian of Yale University, Connecticut, for teaching the doctrine that—

"An apple a day.
Keeps the doctor away."
Already the American detectives have subjected him to the ordeal of the Third Degree, and have done their utmost to make the learned Doctor recant by all the dastardly methods known to them. But so far my friend has proved a match for them. He sent for a barrel of apples, chemically analysed the contents in full view of his persecutors, and thereafter lectured them for 48 hours on end to show that the

co-efficient of vitamin energy contained in apples varies inversely as the square of the calory of the proteid. At the conclusion of his remarks many of the detectives were in tears; three were hopelessly intoxicated; one was raving mad. All were firmly convinced that the Doctor had proved his case, and refused to proceed with it. Meanwhile the State Prosecutor has wired to New York for a further supply of detectives guaranteed proof against argument and blind to the truth.

THE MERMAID A LA MODE.
Every day at eleven a.m.
Phyllida Phelps went down to the sea,
Arrayed in a marvellous bathing gown.
Specially ordered from gay Paree.

She was a maiden of beauty rare;
Here was a figure of wondrous grace;
Lovely she looked in her new costume.
Lavishly trimmed with ribbons and lace.

And dally assembled upon the beach
Were all the nuts in that sea-side town,
Arduently gazing at Phyllida Phelps
In her ravishing Paree bathing gown.

But there came a day when she didn't appear;
The nuts were deprived of their morning treat.
Phyll had a chill. The day before
She'd inadvertently wet her feet!

A Health pamphlet issued by an enterprising Borough corporation states that to rock a baby in its cradle is injurious. As a burglar friend of mind remarked on reading it, it's so liable to crack the crib.

MOULDY MARTHA, THE MACOLESE FIELD MURDERESS:
OR, SHOULD THE GREENGROCER TELL?

CHAPTER II.
Slowly Connie Cornerake pursued her lonely way, pondering the mystifying experience she had just undergone. Who was the stranger? Why had he given her red ink? What was the pork pie for? She was still turning these problems in her mind when, in the darkness, she tripped and nearly fell over a dead dromedary that was lying across the pavement. In preserving her balance she dropped the pork pie, which broke into a hundred pieces, or perhaps even a few more. Stooping to retrieve the remnants, she noticed a piece of folded paper embedded in the meat. She took it out, and saw it was a note addressed to her! Hastening to the light of an adjacent street lamp, she quickly opened the note and read:

"Platinum is falling. Hobbs 147 not out. Brush your teeth at once; you are in deadly peril. Remember the Pragmatic Sanction. Distrust the Man with One Whisker. He is a ventriloquist. Your Unknown Friend."

But scarcely had she finished perusing the note before a motor car drew up beside her, and a man in the evening dress of a convict stopped out.

"Are you Connie Cornerake?" he demanded, roughly.

The girl was too dumbfounded to reply.

"Don't dally it; I can see it in your eyes," said the man. "Here, take these!" and thrusting into her arms a theodolite, "Hymns Ancient and Modern," a small stout pudding, and a pair of pants, he sprang back into the car which immediately went off at a furious pace.

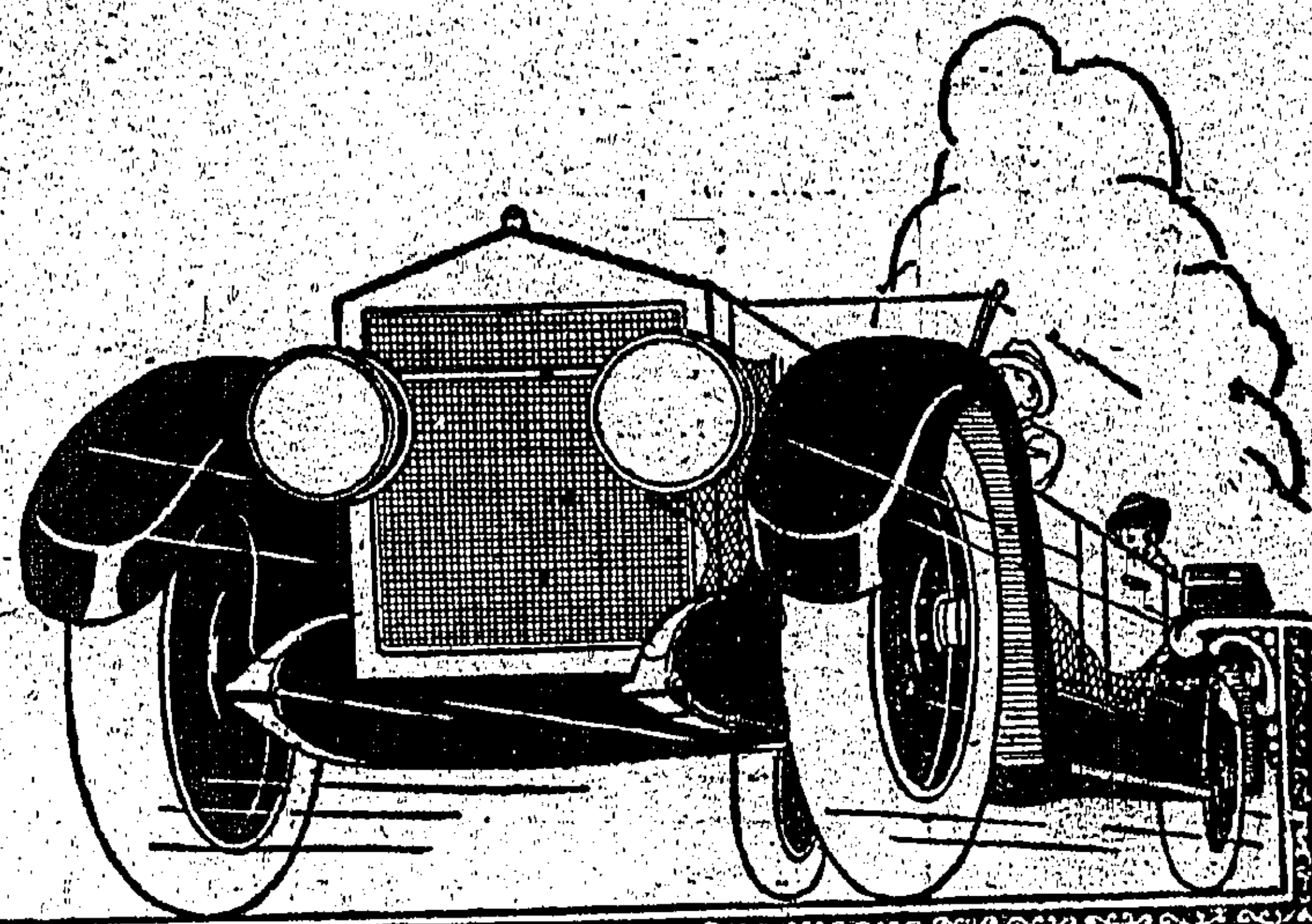
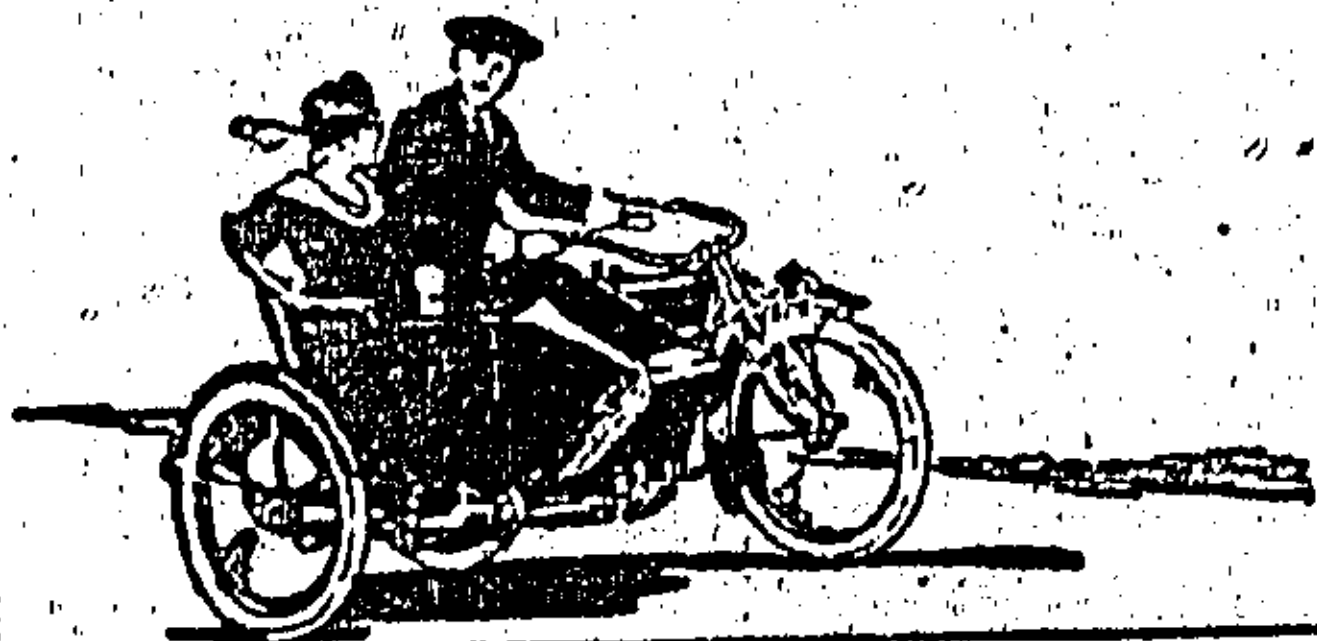
But not before Connie had noticed with a shudder that the chauffeur had only one whisker! (An equally splendid instalment next week.)

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 3rd. October, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Driving Age.

The letter from a correspondent, published in this issue, draws attention to the local regulation which prohibits persons under a certain age driving motor vehicles. The actual regulation is "A licence to drive a motor vehicle shall not be issued to any person under 18 years of age." The point is quite an interesting one because there appears to be every likelihood of drastic amendments being introduced in the licensing laws of Great Britain, next year. The refusal of a licence in the case of physical disability will apparently be one of the main points while powers will be given to the Minister of Transport to raise the age limit if considered advisable. There are two chief reasons which prompt this action—one, the increasing number of serious motor car and cycle accidents, and the other, the marked tendency of manufacturers to build machines of high horse power capable of great speed. The latter reason especially, applies to modern motor cycles, it being claimed by many factories that machines turned out for the road, whether light or heavy weight, are capable of a speed of at least sixty miles per hour. Indeed, some makers go so far to guarantee to attain a speed of ninety miles per hour! As the law stands in England at present, any boy who reaches the age of fourteen years may become the possessor of one of these machines, and the very thought of a youngster being allowed to control a motor cycle capable of rushing along at over a mile a minute, is, to say the least of it, alarming. It will be admitted that there are many lads in their teens who display far better "road sense" than some adults, but, while such high speed machines are perfectly safe in the hands of experts, the law takes the view that they should not be ridden by schoolboys. We have to proclaim ourselves thoroughly in accord with this point of view. In the case of motor cars, the English age limit is 17 years, and now it is claimed that even that is not considered the age of maturity as far as motor driving is concerned.

Physically Unfit Drivers.

The matter of physical fitness to drive is quite as important, if not more so, than the age limit, and is a question which the British Ministry of Transport is at present considering. We notice that it is proposed that one of the recommendations to be incorporated in the new Bill at home, is that every applicant for a licence should make a declaration that, to the best of his knowledge, he is not suffering from any disease or disability likely to affect his driving. At the moment, a blind man can secure a licence in England, while only recently, a case came before the Sutton Magistrates of a deaf mute driving a motor cycle with a man similarly afflicted on the pillion.

Expert Advice.

The education of drivers as the best way to avoid accidents was advocated by Major Stenson Cooke, secretary of the Automobile Association, Commander Armstrong, of the Royal Automobile Club, and other well known motorists, in interviews on the question. Major Stenson Cooke expressed the opinion that the question of raising the age was a difficult one to answer in a de-

and acted far better in an emergency than many men of twice or three times their age. He was, however, strongly in favour of the disability clause, declaring that the majority of motor accidents were not caused only by the incompetence of new drivers, but by the carelessness and loss of nerve at critical moments by even skilled drivers. Commander Armstrong said disability recommendation was a good deal better than the suggested compulsory examination of applicants for licences. A prominent motorist, with many years experience, declared that the most dangerous drivers were not young boys, but young men in the late teens and early twenties, who, on high powered motor cycles and motor cars, tore along at 60, 70 or even more miles per hour, and regarded themselves as the lords of the highway.

Hongkong's Age Limit.

As far as Hongkong is concerned, we are inclined to the belief that the age limit might be lowered by a year or so, because it does appear rather too strict to prohibit a lad of seventeen from riding a motor bicycle or driving a car. From experience in the past, we should unhesitatingly say that many boys are quite capable of driving intelligently and cautiously as some adults; in fact, we can thoroughly endorse the opinion of Major Stenson Cooke on this particular point.

Better Lighting Wanted.

A local motorist complains that the road between the Wesleyan Church, Wanchai, and Stubbs Road is not sufficiently well lighted in view of the great number of motor vehicles which use this thoroughfare.

It is considered that headlights are particularly dangerous owing to the curves of the road, but at the same time, dimming is also a risky practice for the same reason. With a larger number of lighting standards equipped with powerful lights there would be no necessity to use headlights, and certainly less risk of accidents.

Jubilee Road.

During the week we were asked if Jubilee Road is a "one way thoroughfare," it apparently being the impression among some motorists that such is the case. The Traffic Department informs us that although there is no regulation regarding this, it is considered almost an unwritten law, in any case, a courtesy, that motorists only return to Hongkong by this particular route. It would appear that this is understood by the majority of motorists.

Sacrificed Efficiency.

The report which appeared in *The Telegraph* on Tuesday last on the matter of Government retrenchment, contained the information that "The economies in the Sanitary Department will entail the continuance of hand cart dust collection instead of the introduction of motor lorries as contemplated." While we appreciate the wisdom of the Government's policy at the present time, we do consider that modern means of assuring expediency and efficiency, in relation to such an essential service as the removal of refuse from our streets, should not be sacrificed. It is a debatable point whether the economy is effected by continuing the present method, or by introducing motor lorries, which would be a more efficient method.

PACKARDS SOON GAIN FAVOUR IN HONGKONG.



The above pictures taken in Hongkong show three favourite models of the famous Packard Motor Carriages. The top photo shows the handsome lines of a limousine, and the lower gives a group which has recently taken the road here.—(Photo Ming Yuen.)

fast moving "motor lorry" could certainly give a better account of its work, at the end of a day, than probably a dozen of the present cumbersome vehicles. It must also be in the interest of public health to dispose of refuse as quickly as possible, and motor transport is the only means of doing this. It is to be hoped that the matter will be very seriously considered before the intention to modernise such a vital service is finally abandoned or postponed.

The Next Peak Fire.

"There is a constant and insistent demand from all parts of the world for some type of fire-fighting equipment suitable for small towns, or where local conditions do not allow the use of heavy standard machines." This sentence occurred in a report we received the other day of the progress made in British automobile engineering. When reading it, thoughts again turned to the absence of suitable fire-fighting equipment in the Peak district. It really is astounding that approximately five hundred houses situated out of effective reach of the ordinary fire appliances, should be without modern provision of fire appliances, especially when there are several excellent types to be obtained at exceedingly moderate cost. For this sort of work we can imagine nothing better than the special motor cycles fire engine which has recently been produced by Messrs. H. Collier & Sons, Ltd., the makers of the famous Matchless motor cycle, in conjunction with Messrs. Foamite, Ltd., who are well known as leading manufacturers of chemical extinguishers both large and small.

An Efficient Outfit.

The outfit consists of a Matchless motor cycle fitted with a special sidecar which carries five big extinguishers and three hand instruments for rapid use. The whole outfit is painted fire engine red so as to give the proper atmosphere, and is capable of going anywhere where wheel grip can be obtained. A very important point is that the Matchless engine is fitted with a device which renders streets, should not be sacrificed, it but the work of a moment to start the engine at any time. With a maximum speed of forty miles per hour, it is a most efficient outfit.

USE LOWER GEAR IN CROSSING A RAILROAD TRACK

BRITISH LIGHT CARS.

A COMPLIMENT TO THE 10 H.P. SINGER.

The authorities that are responsible for the machinery exhibits at the South Kensington Science Museum in London, always endeavour to render these exhibits thoroughly instructive, as indicative of engineering progress from the early stages up to the very latest improvements. For some time past a 10-20 h.p. Singer light car chassis of 1924 model has been on view for the purpose of symbolising the best in British light car construction, and it is a distinct compliment to the makers of this chassis that the authorities have not made any change in their selection for the sake of variety, or for any other reason, but have replaced the old exhibit by a 10-26 h.p. Singer of 1925 model.

LOWER OUTPUT.

There has been a 4 per cent decrease from April in the May output of automobiles. But the 404,300 cars put out during May were 33 per cent more than the

CORRESPONDENCE.

Motor Licences.

[To the Editor of the Hongkong Telegraph.]

Sir,—Would you please suggest in your motor supplement that it is not right that driving licences should not be obtainable in Hongkong until the applicant reaches the age of 18 years? I know many friends who would like to ride a motor bicycle, but they are not old enough. I am sure that they would be very careful and that they quite understand how to manage a motor bicycle without having accidents. Yours etc.

ANXIOUS.

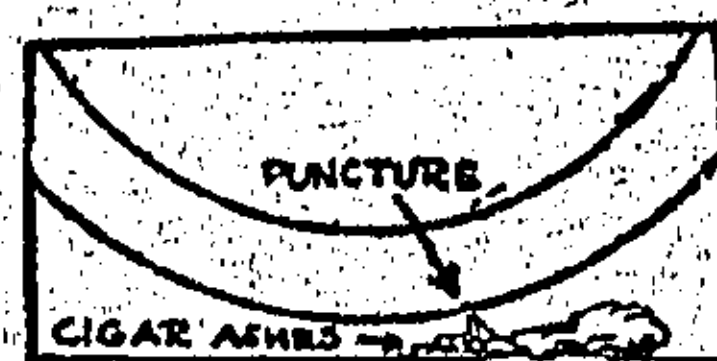
Hongkong, Sept. 28th, 1925.

AUTO FOE WON OVER.

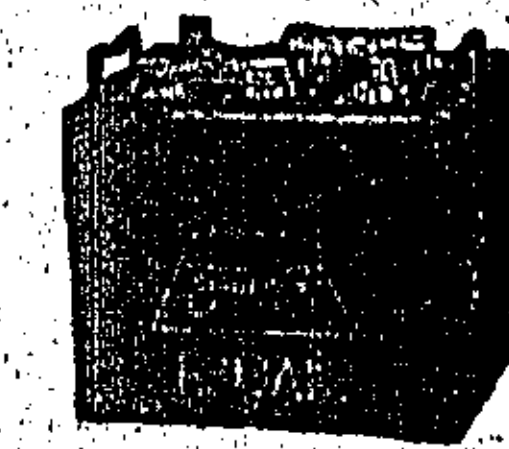
One of the most implacable foes the automobile, the New York, New Haven and Hartford railroad, has finally won over to the idea of truck and bus transportation. The road has organized a million dollar company for traffic in New York, Connecticut, Rhode Island and Massachusetts.

OPEN CAR FAVOURED.

That the open automobile is not losing its popularity is shown in a marked increase of windshield wings in the last two months. Last June the total sale of wings was higher than that of any month during the history of one of the firms making them.



When water is not at hand to help find a small pin-hole puncture, a good method is to use some cigar ashes or tyre talc for the purpose. With this on the ground, inflate the tyre and rotate it a little above the ash. The leak can be found by the disturbance made by the talc powder.



Built with all the skill of modern engineering plus the experience of more than twenty years in battery manufacture.

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nai Hong Road, Happy Valley.

Columbia
Storage Batteries



Mobiloil

Make the chart your guide

Is it not strange that a man will spend hundreds of hard-earned dollars for a motorcar and then ruin it by using poor quality lubricating oil? Yet so many do it there must be a reason.

They do not believe that one oil is better than another, and think all the educational work this Company has done and is doing, a dodge to get their money.

Many years ago, we set out to educate the oil-consuming public and the progress to date has been remarkable. The fact that we are the largest strictly lubricating oil company in existence speaks volumes for the Company's Correct Lubrication Policy. To say that we have been successful is putting it mildly.

Quality and Service are the two words we have in mind when producing Gargoyle Mobiloil.

The use of the Correct Grade of Gargoyle Mobiloil, as specified in the Chart of Recommendations, will insure your motorcar against an early trip to the scrap heap; give you more mileage to the gallon of benzine, and horse power to your engine and eliminate expenditure for repairs due to the use of poor quality oil.

Ask your dealer for Gargoyle Mobiloil and Make the Chart your Guide when selecting the Correct Grade.

VACUUM OIL CO.

GRAHAM BROTHERS TRUCKS

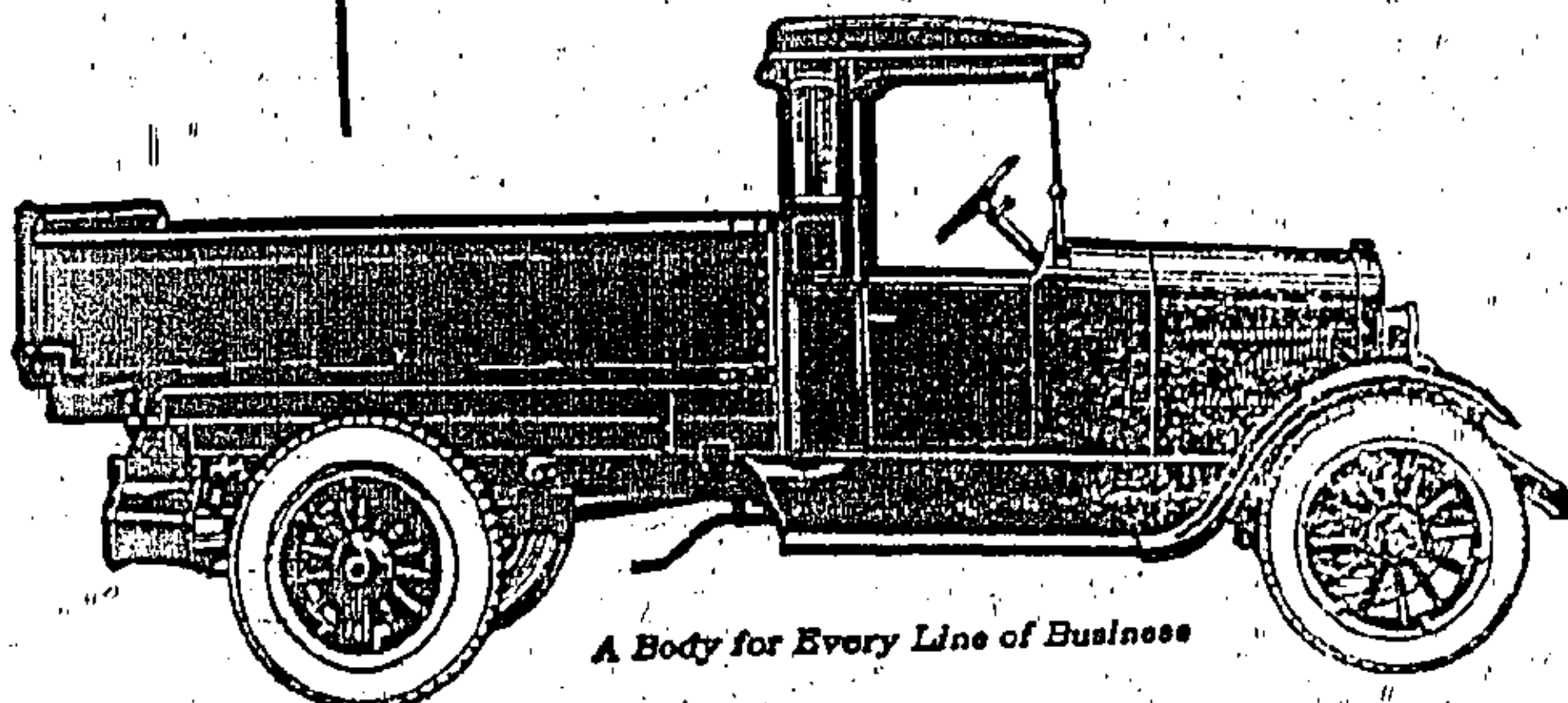


SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

The ability to insure owners of immediate service at all times is an asset of tremendous importance to truck manufacturers.

In this respect Graham Brothers have an obvious advantage, marketing, as they do, through Dodge Brothers vast and reputable dealer organization.

1-TON CHASSIS:	U. S. CY.
BB 130" W. B.	\$1,095
1 1/2-TON CHASSIS:	
CB 144" W. B.	\$1,280
PB 158" W. B.	\$1,330
MBW 140" W. B.	\$1,345
LBW 158" W. B.	\$1,395
PASSENGER BUS CHASSIS:	
YB 158" W. B.	\$1,600



A Body for Every Line of Business

THE DRAGON MOTOR CAR CO. LTD.
33, WONG NEI CHUNG ROAD HAPPY VALLEY.

Built To The Highest Standard.

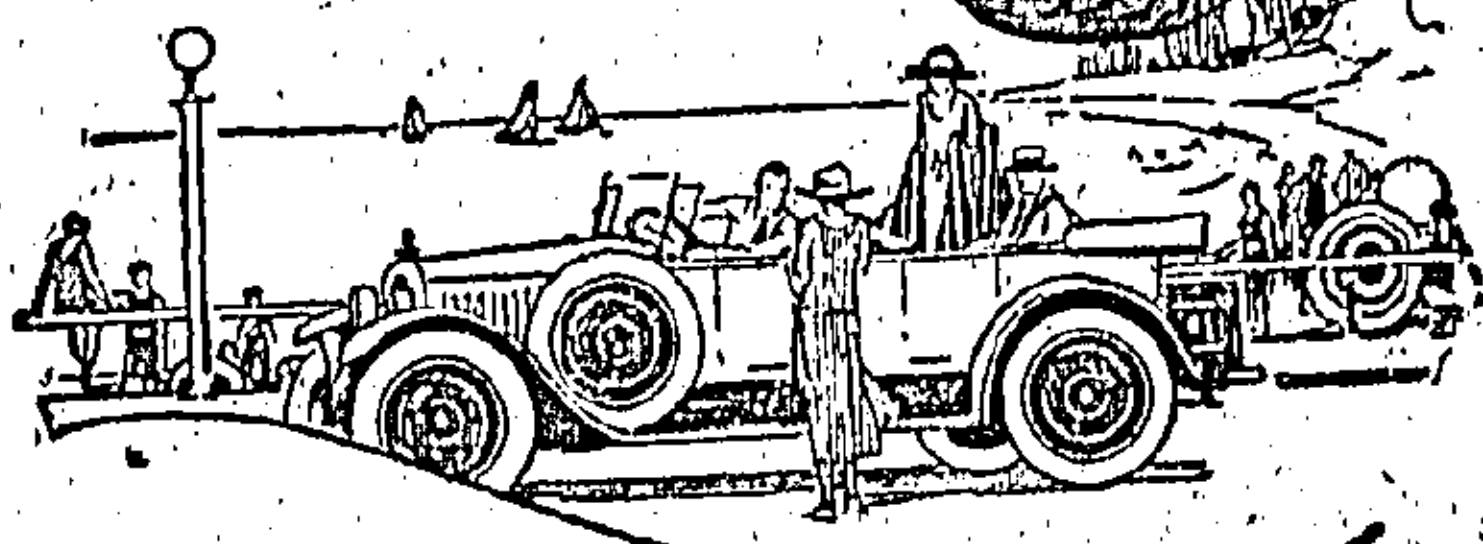
UNDER all conditions, Firestone Cord Tyres yield long, satisfying mileage.

Internal friction—the most frequent cause of tire failure—is minimized by twice dipping the cords in gum; a special Firestone process, by which each cord is completely insulated in live rubber. The strong, flexible construction of the tyre body insures durability and comfort.

Sure, firm road-grip is provided by the design of the cross and square tread, while the tough compound is an added guarantee of long wear.

The Firestone Cord is the highest achievement of an organization which has successfully adhered for more than twenty years to the most exacting standard of tyre performance.

Most Miles Per Dollar.



THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, (Happy Valley).....Central 1246 or 1247.

Firestone

ELECTRICAL UNIT REPLACES ENTIRE AUTOMOTIVE TRANSMISSION.

BY ISRAEL KLEIN.

Special to the Hongkong Telegraph.

Toledo, Ohio, July 27.

A single electrical unit is being used in an automobile here to replace these parts:

Entire transmission, including gears, gear shift lever, clutch and clutch pedal; flywheel; entire starting mechanism; generator.

That leaves the engine in front and the drive shaft and differential in back. Between these is the new unit for which the following advantages are claimed:

1. It eliminates clutch control and resultant wear and tear on the transmission.

2. It saves gasoline and engine wear.

3. It has an easy, quick getaway.

4. It can stop the car easily and quickly by electrical control.

5. It can reverse the car smoothly and directly from high speed.

6. It can control a car's speed going down hill without use of engine or service brakes.

7. Although it weighs only 350 pounds, it is capable of developing 80 horsepower.

TEN-YEAR DEVELOPMENT.

This radical change in automotive design is the invention of E. M. Fraser, of Yonkers, N. Y. Fraser invented the first gearless traction system for electric elevators 25 years ago.

Ten years ago he thought of developing this idea for automotive and other purposes.

He has had several automotive manufacturers try it out. Only recently, John N. Willys took a demonstration ride in one of his own cars with this transmission in it.

EASE IN CONTROL.

The unit started the engine without the rasping noise that accompanies this operation in cars of to-day. It took off easily with a slight acceleration of the engine. It stopped the car, by electrical control.

Going up a 15 per cent. hill, the car was stopped without use of the foot brake and started off again as though on a level. Coming down the hill, the electrical control lever on the steering wheel was suddenly thrown into reverse. The car smoothed down to a

quick, easy stop and then, practically in the same action, backed up the hill.

There was no clashing of gears, for there are no gears, no danger of injuring the transmission unit or differential gears in the reversing process.

The unit consists of a generator and motor combined, made so that only essential weight is utilized. An 80-horsepower motor, weighing only 350 pounds, is unique.

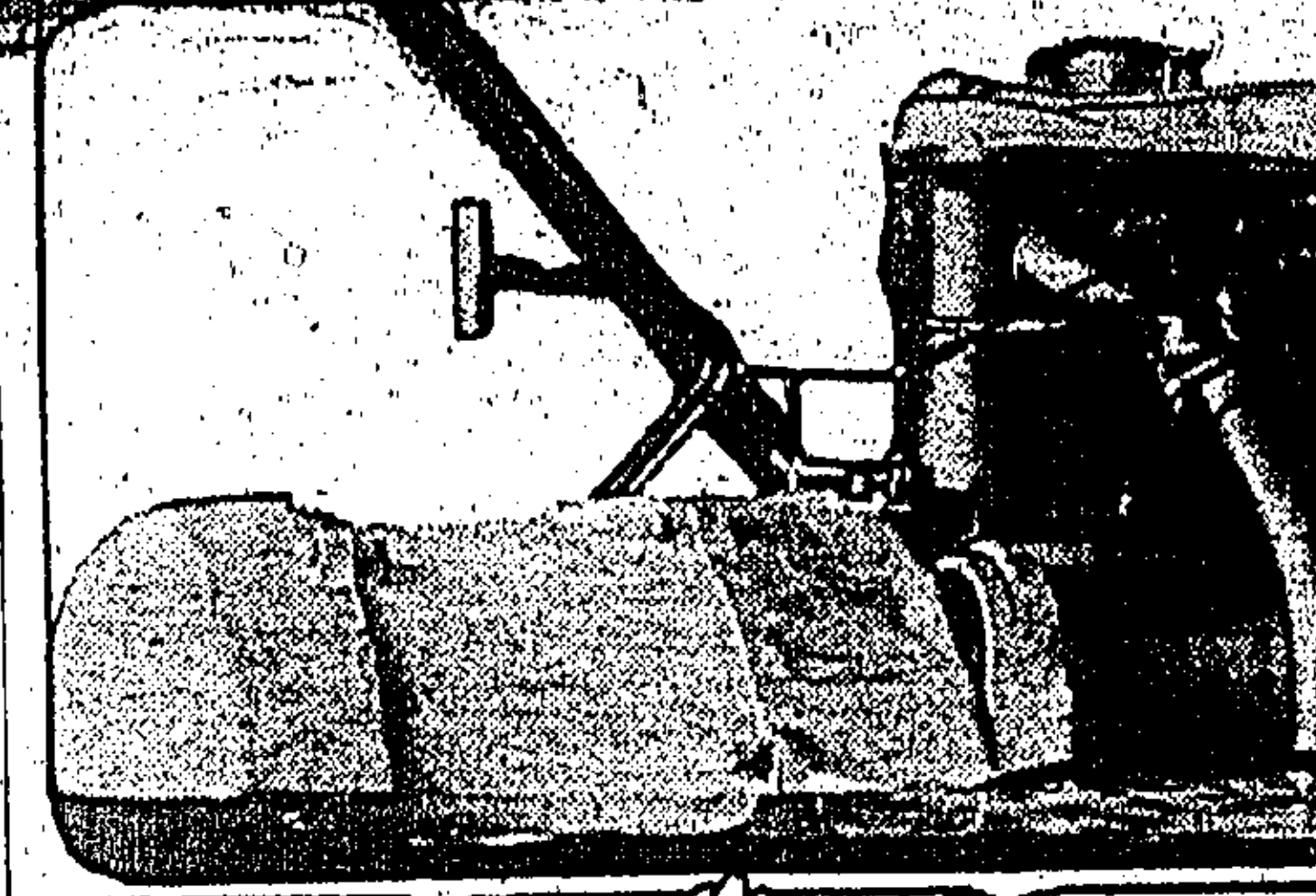
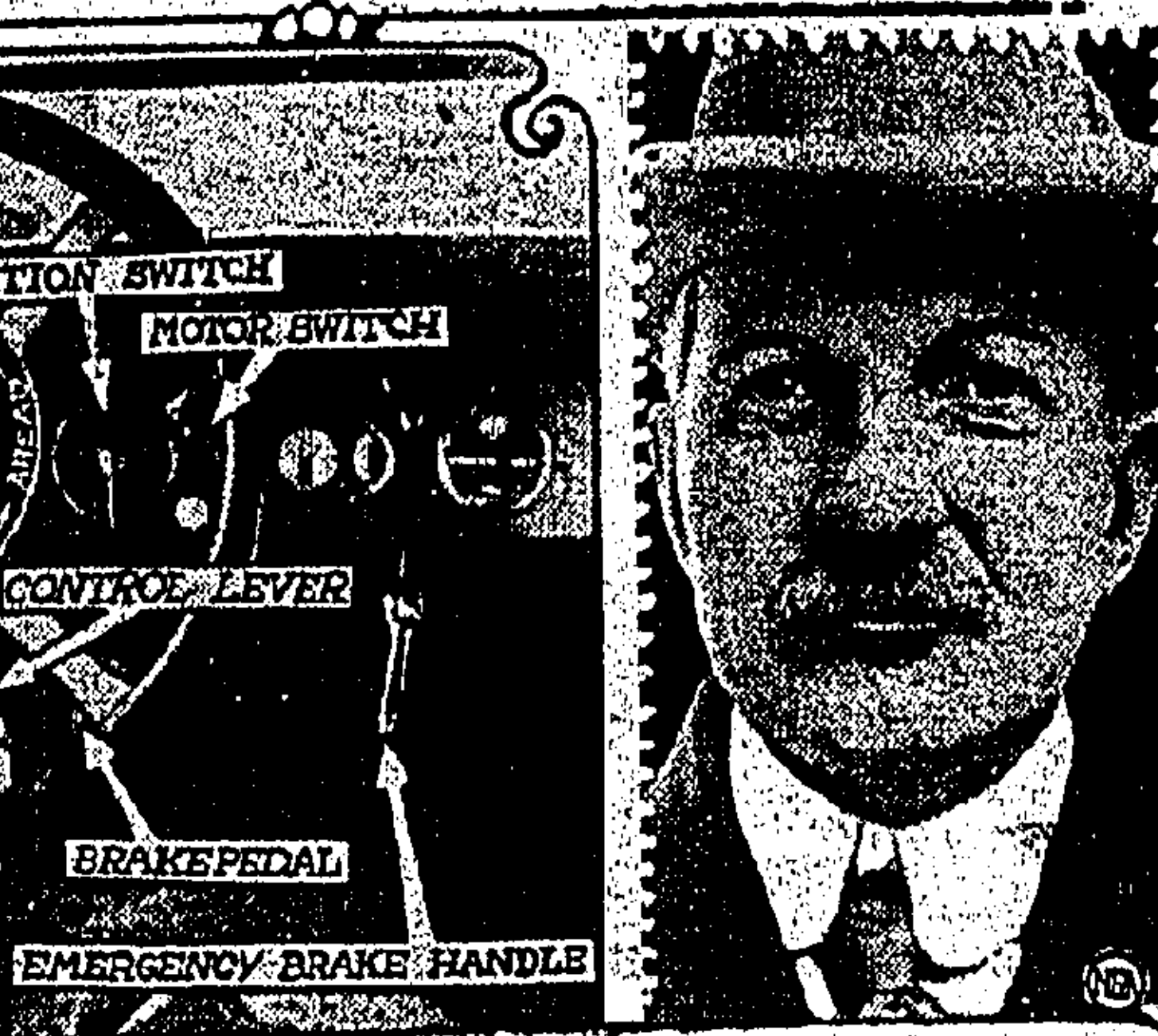
SAMPLE, ECONOMICAL.

The generator unit, attached to the crankshaft, acts as motor in starting the engine. When the engine drives the unit above its critical speed, the transmission unit becomes a generator, actuating the motor within it to drive the rear end.

That is the entire idea in a nutshell. The engine merely acts as power plant. The motor in the unit pulls the car.

Of all its advantages, the greatest is what Fraser calls its "over-speed," by which enough power can be generated in the unit to drive the motor twice as fast as the engine. By use of this over-speed, the speed of the engine can be controlled within the limits sought only for the speed of the car. That means a saving in fuel and in wear and tear on the engine.

In addition, there's a saving in rubber, due to the elimination of



The front of an auto is clear of levers and pedals, with use of the Fraser electric transmission unit, except for brake pedal and accelerator. Upper photo at left shows this. To the right is E. M. Fraser, the inventor, and below him is shown the unit back of the engine.

shock on the tyres in starting and stopping. Ordinary motors pull on the tyres at starting and a drag at stopping that wears them out faster than in the actual driving.

FOR OTHER PURPOSES.

By getting away easily and stopping just as easily, the car with this electrical unit in it saves that wear on its tyres.

The entire unit weighs as much as the parts it replaces. And it costs about as much in quantity production, perhaps it will cost less, says Fraser.

It can be applied not only to

automobiles but for all sorts of propulsion. Motor boats, large electric driven submarines, switch engines are some of the purposes suggested.

It has not yet been put into production. Efforts are now being made to interest automotive manufacturers in it, get their reactions and opinions and make additional improvements on the unit.

That it is about ready for practical use is shown by the fact that this is the sixth transmission unit tested, and that it has finally been revealed to the public.

OLD CAR'S SPEED.

40 M.P.H. WITH 1903 MODEL.

Near Miami, Florida, recently a motorist, C. P. McLain was arrested for driving his car 40 miles an hour. Ordinarily this would not be anything out of the ordinary for arrests for speeding are made in Florida probably as often as elsewhere. The car Mr. McLain was driving, however, made the incident most unusual.

The car, now making a tour throughout the state of Florida was the famed "Old Pacific," a one cylinder Packard in which E. T. Fetch made one of the first if not actually the first, transcontinental tours of the United States.

The veteran old motor car was caught speeding at forty miles an hour and the driver was taken before a justice of the peace and fined.

During the first seven days of the tour which now is being made more than 1500 miles were covered and an accurate record of the gasoline consumed disclosed that seventeen miles had been obtained to each gallon of "gas."

For years "Old Pacific" rested in one of the buildings of the Packard Motor Car Company factory at Detroit. At the request of James Palmer, Packard distributor at Jacksonville, Florida, it was shipped to Florida "as is." Only a very short time was required to put it in perfect running condition by the Jacksonville service station and then it was started out to call upon every city in the state. It is proving, Palmer says, a big attraction in every city it visits.

The transcontinental trip of "Old Pacific" was made in 1903. E. T. Fetch who was famed in the early days of the automobile as a road driver, and who now lives at Jefferson, Ohio, insists the trip was the first ever made with an automobile under its own power from coast to coast.

The start was made at San Francisco June 18, 1903 and

Fetch drove his travel stained car into New York 53 days later. Where thousands of motor cars now skim along the highways with the greatest ease and comfort to the occupants Fetch much of the time faced almost impossible wastes of sand, mud and hundreds of miles were covered in territory where there was not the least semblance of a road. At times through the sands of Nevada he had to use the floor boards of the car to get traction enough to move the vehicle forward a few feet at a time. His only map was a Union Pacific Railway guide.

The Old Pacific has a one cylinder, nine horse power motor. It weighs ready for the road 3,000 pounds. It cranks at the side and drives through a chain, slack in which is taken up by moving back the rear axle. When originally built it had a governor which limited its speed to 20 miles an hour. Greater speed than that in 1903 was considered foolhardy.

INTERESTING AWARD.

SIXTEEN YEARS IN USE.

At the recent International Motor Show held at Melbourne, much interest was aroused by the competition for the prize offered for the vehicle in the best condition after at least ten years' service. The trophy was won by Messrs. Foy and Gibson Pty. Ltd., who have what is probably the largest general stores in Melbourne. Messrs. Foy and Gibson own a fleet of some 150 vehicles, and the actual prize-winning machine was a 25-cwt. model which has been in use for over sixteen years—surely wonderful evidence of sound design and workmanship on the part of this old-established Scottish firm of commercial motor manufacturers.

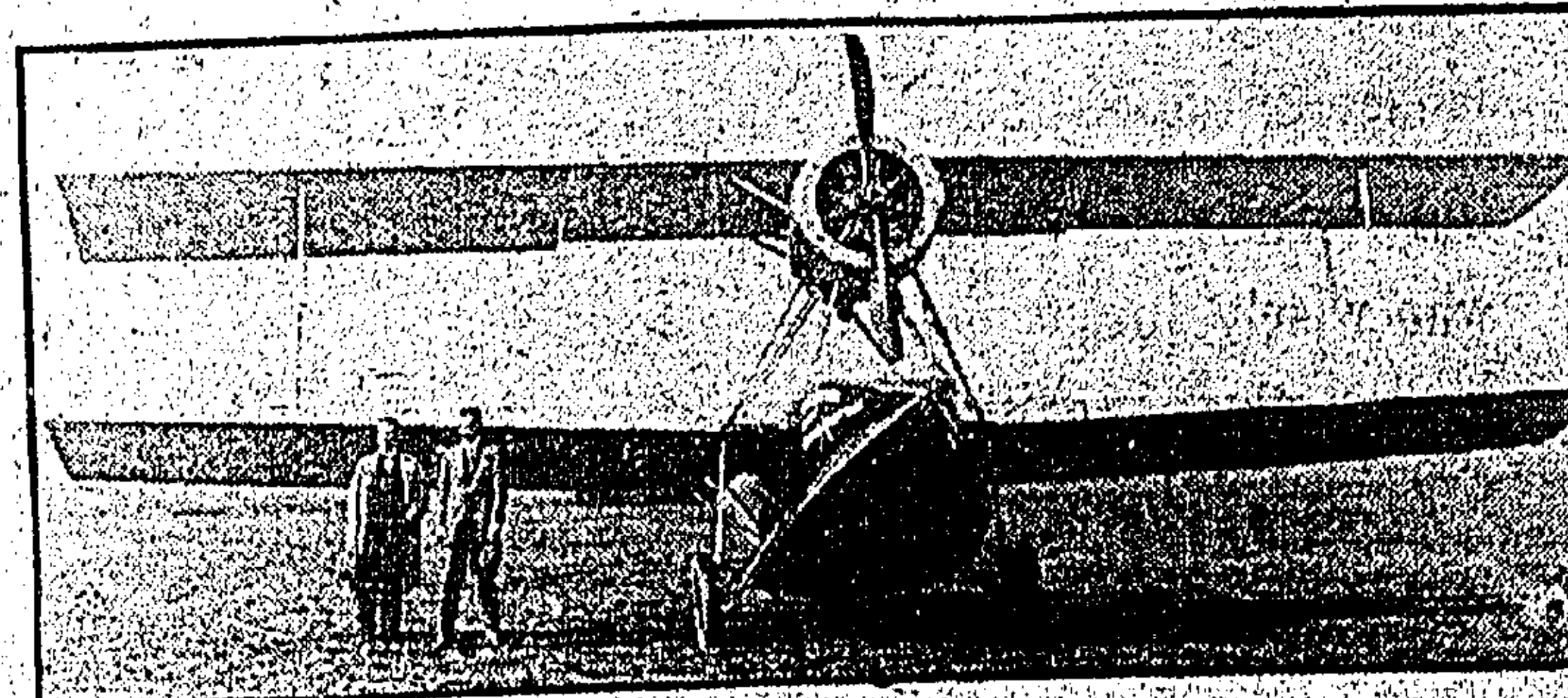
BIG BUS SERVICE.
New York passenger busses last year carried 101,000,000 passengers. In Detroit they carried 20,000,000 and in St. Louis 13,000,000.

ETHICS FOR MOTORISTS.
A code of motoring ethics is to be drawn up by group of nationally known men. The code is sponsored by the American Automobile Association.

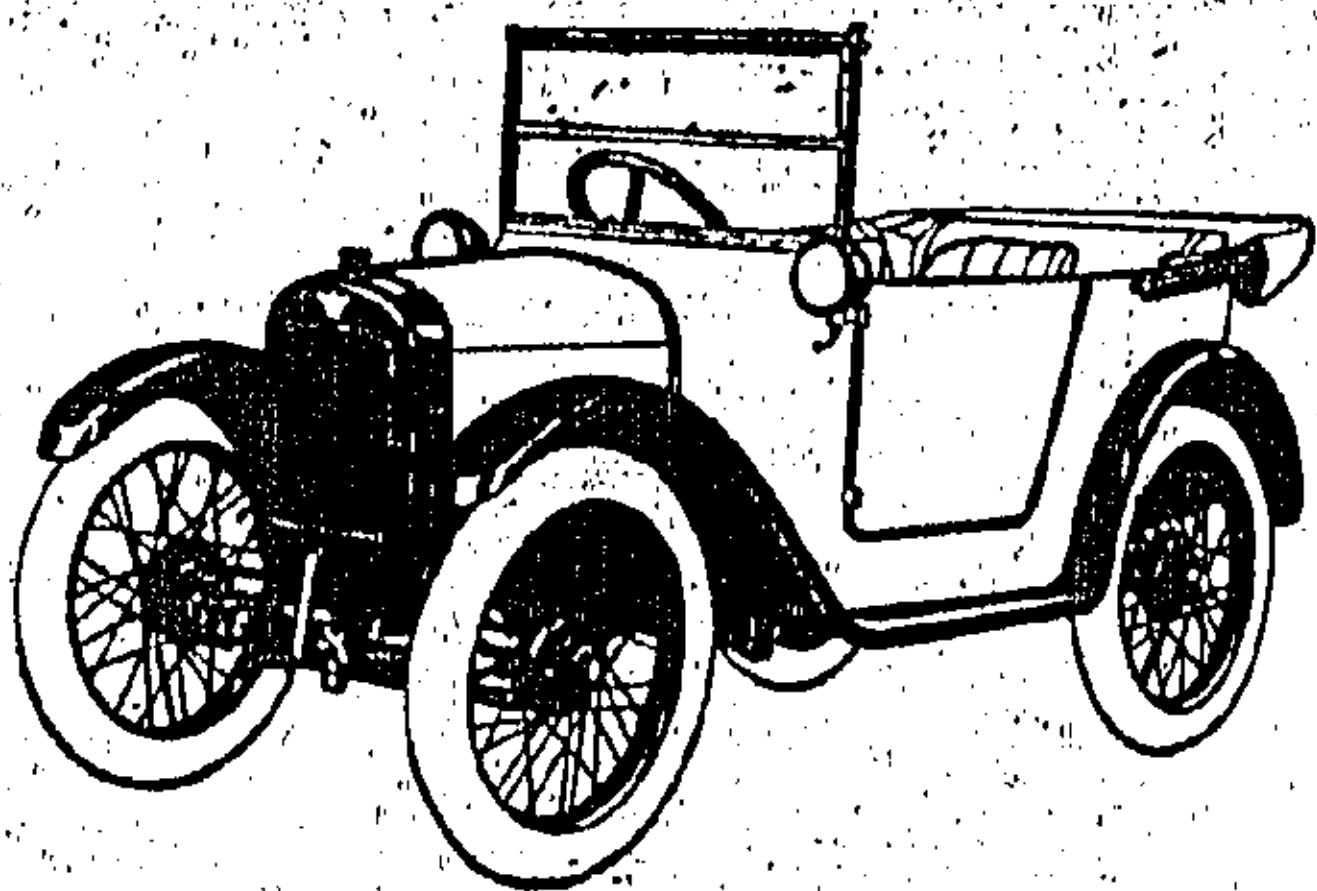
GAS TAX REVENUE.
Iowa's proposed gasoline tax, of 2 cents on a gallon, is expected to bring in an annual revenue of \$5,400,000.

MOTORS STILL NEW.
The newness of the automobile is shown by the fact that the automotive industry ranked second during 1924 in the number of applications for patents filed. Radio was first. Auto patent applications amounted to 4621.

COMBINATION PLANE PASSES FIRST TESTS SUCCESSFULLY.



The first test flights of the Stelling Amphibian airplane, designed by Captain Charles Stelling, the famous French ace, went off successfully at Roosevelt Field, Long Island, N. Y. The plane is capable of landing on land or water; has 135-h.p. rotary motors; carries two passengers and pilot at a top speed of 100 miles per hour with a cruising speed of 73 miles per hour over 5-hour periods; its wing span is 40 feet; from bow to rudder, 33 feet, and weighs with load, 2200 pounds.



MILES PER GALLON ?

or

GALLONS PER MILE ?

is the pleasure of your day's outing marred by these thoughts? Do they disturb your peace of mind?

It need not be if you own an

AUSTIN "7"

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG.

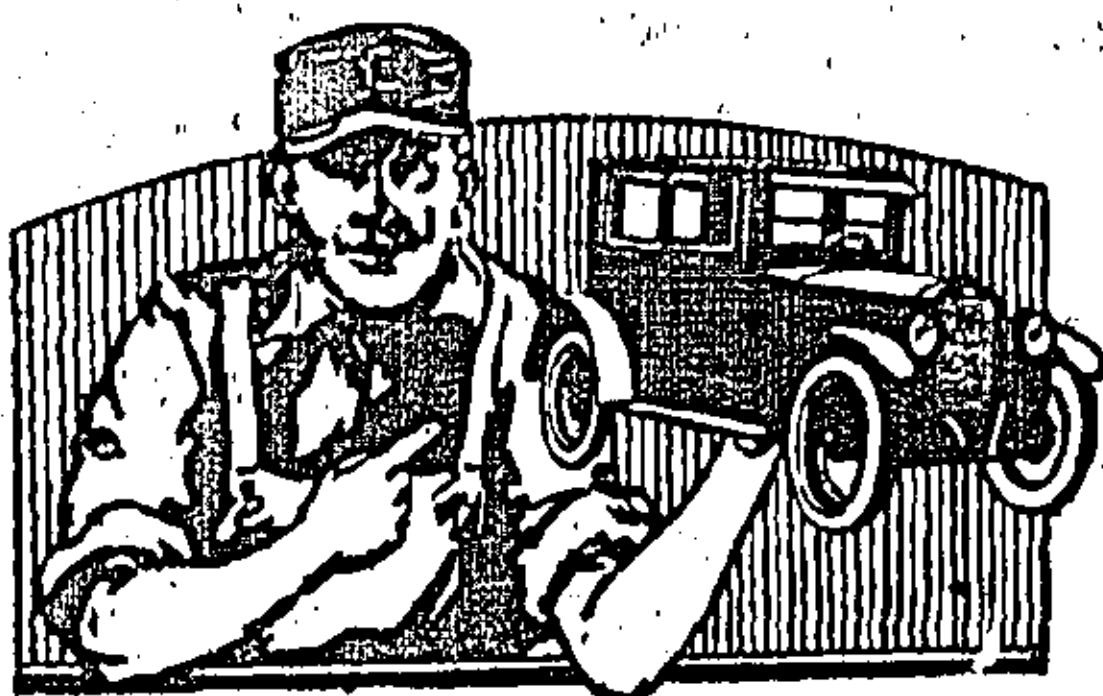
Economy

is simply
another term
for

SHELL

The regular use of Shell
Motor Spirit and Lubri-
cating Oils results in a
marked reduction in
running costs.

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.
(INCORPORATED IN GREAT BRITAIN)



It's not the Wear
—It's the Care

Whether you are the owner of a private car or a business truck, you know that proper care and cleaning will save you money in the end.

Our work is satisfying scores of owners who wisely insist on having their cars in first class condition at all times. It will pay you to get acquainted with our service and prices.

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.
Telephone Central 1246 or 1247.

THE CONQUEST OF THE AIR.

A MONTHLY RECORD OF PROGRESS.

(Special to The Hongkong Telegraph.)

Some Successful Light Aeroplanes.

On August 1st, 2nd and 3rd, the Royal Aero Club held a Race Meeting at Lympne in which no less than twenty-five machines competed. There were all sorts of aeroplanes there, ranging from the Bristol Bloodhound with 400 horse power Bristol Jupiter engine to the de Havilland 53 with a 6 horse power Blackburne engine. Some races were open to all types of machines and some were only for light aeroplanes. A noteworthy fact was the way machines built by clubs form at R.A.F. stations scored successes. Out of seven events four were won by private club machines. The most successful was the Royal Aircraft Establishment Aero Club Hurricane Monoplane with a Bristol Cherub engine. This machine won the Light Aeroplane Holiday Handicap, the Grosvenor Cup and the Private Owners Race. The winning of the Grosvenor Cup is something of an achievement as this is the only classic race which is being run in England this year.

A very interesting little machine was the Cranwell Monoplane. In last year's trials the Cranwell Light Aeroplanes Club built a very slow biplane which won the prize for reliability. Out of the proceeds of this prize and out of the proceeds of the sale of the machine to the Air Ministry the Club built a little fast Monoplane of the parasol type, that is to say, one with the plane raised above the fuselage. Driven by a Bristol Cherub engine and flown by Flight Lieutenant Comper it proved to be the fastest machine in the Meeting and won the Scratch Speed Race.

One of the light aeroplanes, the Avro Avis, flown by Mr Bert Hinkler, arrived by air from Southampton. When about five miles from the aerodrome it ran out of petrol and had to land in a field. Mr Hinkler went off to a garage, bought a two gallon tin of petrol, filled the machine up and flew on to Lympne. During the whole of the Sunday he spent his time carrying passengers, as there was already a queue of people to fly in this little machine.

Reliability of Small Engines.

The International Handicap Race was quite a thrilling affair. It was run off in two heats and the final was won by the Hawker Cygnet flown by Flight Lieutenant Bulman. This machine was flown last year by squadron Leader Longton and the sister machine to it came within an ace of winning the whole competition. It says something for the reliability of the engines of little machines this year that this machine did two hundred miles without any trouble whatever and that the Bristol Cherub in Mr Uwin's machine did three hundred miles in the day without trouble. Very few of the engines last year were able to do one hundred miles straight off without trouble.

The Beardmore Woe Bee which won the big prize for the competition last year distinguished itself again this year by winning the International Scratch Speed Race for two-seaters. This year it was piloted by Mr. Kingwill and in addition to the above success it also, in the performance tests, climbed to the greatest height in thirty minutes and made the best altitude flight with a passenger. The Beardmore Company are producing a number of new all-metal machines which are likely to prove very interesting.

The de Havilland Moths with the Aircraft Disposal Company Cirrus engine in them performed extremely well as practical runabouts. They flew down to Lympne from Stag Lane, a distance of nearly 100 miles, and from the time they arrived to the time they left they were in the air practically continuously. In all the races in which they took part the two Moths went round the course lapping with scarcely a second's difference between them. One was flown by Mr. Broad and the other by Mr. Cobham, and the only untoward incident was a forced landing by Mr. Cobham in the last lap of the International Handicap final owing to some water having got in with the petrol.

Some fine exhibition flying was done at Lympne by Mr. Frank Courtney on an Armstrong Siddeley Siskin. He performed a

number of new "stunts" which have not been seen in public before, such as upward spins and terrific upside-down sidesteps. Mr. Courtney also climbed the machine steeply until it was hanging vertically on the aircrew. Finally, he provided a thrill of such a nature as has never previously been seen, at any rate in England. At the South end of the aerodrome there is a belt of trees and behind this the cliff goes sheer down for 400 feet to the level of Dungeness. Mr. Courtney went up to 1,000 feet and then with the aid of his altitude control made the engine pop and bang until it sounded as if it had cut out altogether. He then dived the machine down and disappeared still in a vertical position behind the trees so that all the spectators thought that he must have crashed. The ambulance was started up and everybody rushed over towards the trees and after a pause of about three minutes Mr. Courtney suddenly appeared up again from a totally different direction. Those who knew the lie of the land and also those who knew Mr. Courtney's love of leg-pulling realised what had happened, but even they were quite glad when he reappeared safely, as the whole thing was such a realistic "death dive."

A New Commercial Plane.

Captain Geoffrey de Havilland's new commercial design, the D.H. 54, was brought to Lympne by Mr. H. S. Broad for demonstrations during the Meeting. The machine carries fourteen passengers and has a Rolls-Royce "Condor" engine of 600 horse power. It has a top speed of 120 miles an hour and with the aid of the de Havilland automatic wing flaps is enabled to land at less than 50 miles an hour. During the Meeting I had the pleasure of a flight in the machine. The cabin is beautifully light and there is a heat regulator for making the temperature what you will. The engine is so well silenced that the passengers are enabled to talk in ordinary voices and there is a noticeable absence of the rattle which is so annoying in all other commercial machines in which the writer has travelled. The slow take-off and slow landing and the high speed of the machine in the air certainly make it the best commercial air liner that has yet been produced.

Schneider Cup Entrants.

Owing to the work in the experimental shop on the machine for the Schneider Trophy the Gloucestershire Aircraft Company were unable to take part in the Lympne Meeting. In order, however, to help on the aviation meeting the directors of the Company subscribed £100 to the Royal Aero Club Racing Fund. It is hoped that other firms will follow this excellent example. Meanwhile, work is steadily progressing on the new Gloucester racing seaplane with a 650 horse power Napier "Lion" engine. The machine will be flown in its tests by Mr. H. S. Broad and if its trials are satisfactory he will also fly it in the Schneider Trophy Race at Baltimore.

The Supermarine Aviation Works are working hard on their monoplane for the Schneider Trophy Race. They are pinning their hopes on this machine to bring the Trophy back to England. Captain Leigh Mosley, one of the directors of the Supermarine Company, tells me that it should have every chance of success. It is being flown by Mr. H. C. Biard, who has already flown in two Schneider Trophy Races, one of which he has won. Therefore Britain's chances of regaining the Trophy seem to be better than they have been for some time.

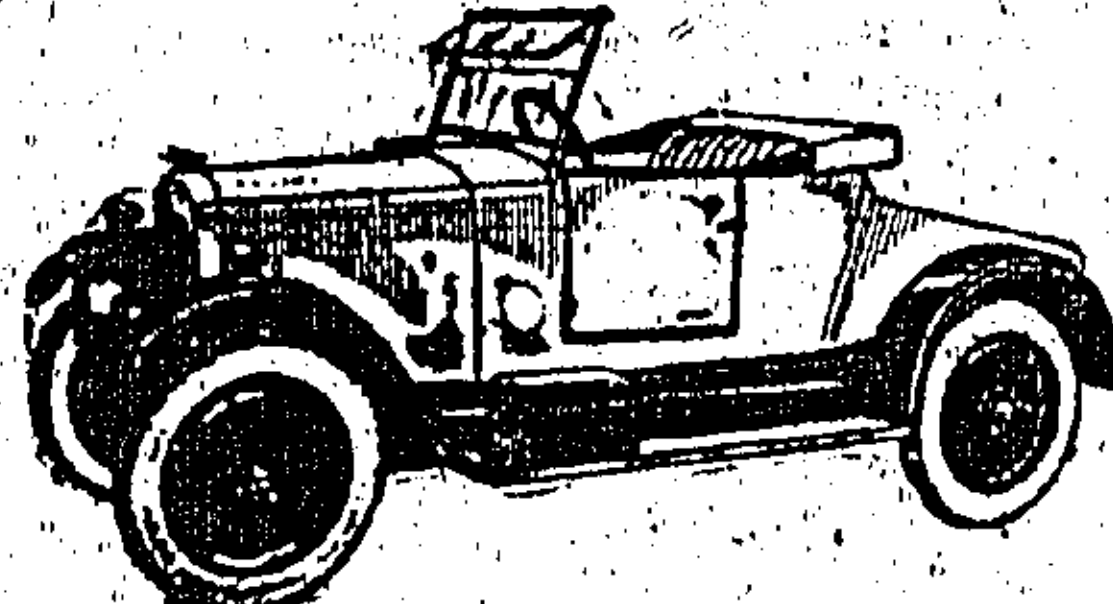
Mr. Frank Courtney has been carrying out interesting tests at Norwich on the two new Boulton & Paul machines, the Bodmin and the Napier Bugle. Both machines are entirely made of steel. The Bugle is a high speed fighting day bomber which is able to carry a heavy load of bombs and at the same time to manoeuvre in the air as if it were a single-seated fighter. The Bodmin is an experiment of gearing. Two Napier engines are placed inside the fuselage and these, by means of gearing, drive four airscrews placed out on the plane. So far the tests of both the machines have been highly satisfactory.

SINGER

BRITISH THROUGHOUT

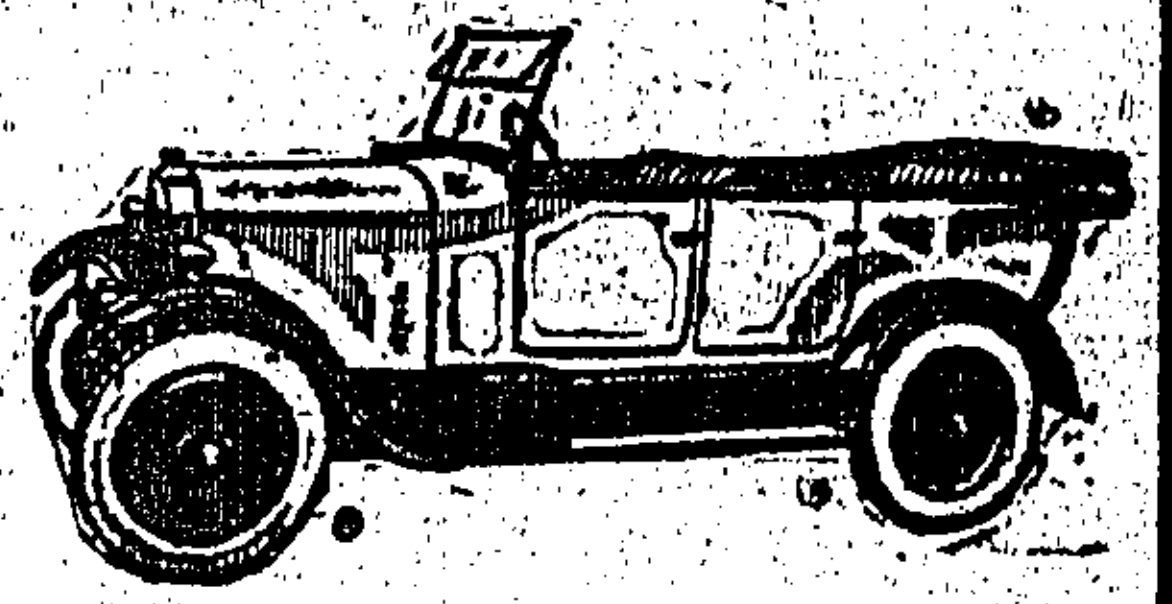
SATISFACTION — ECONOMY

(35/40 Miles per Gallon)



Two Seater "De Luxe"

£250.0.0.



Four Seater "De Luxe"

£260.0.0.

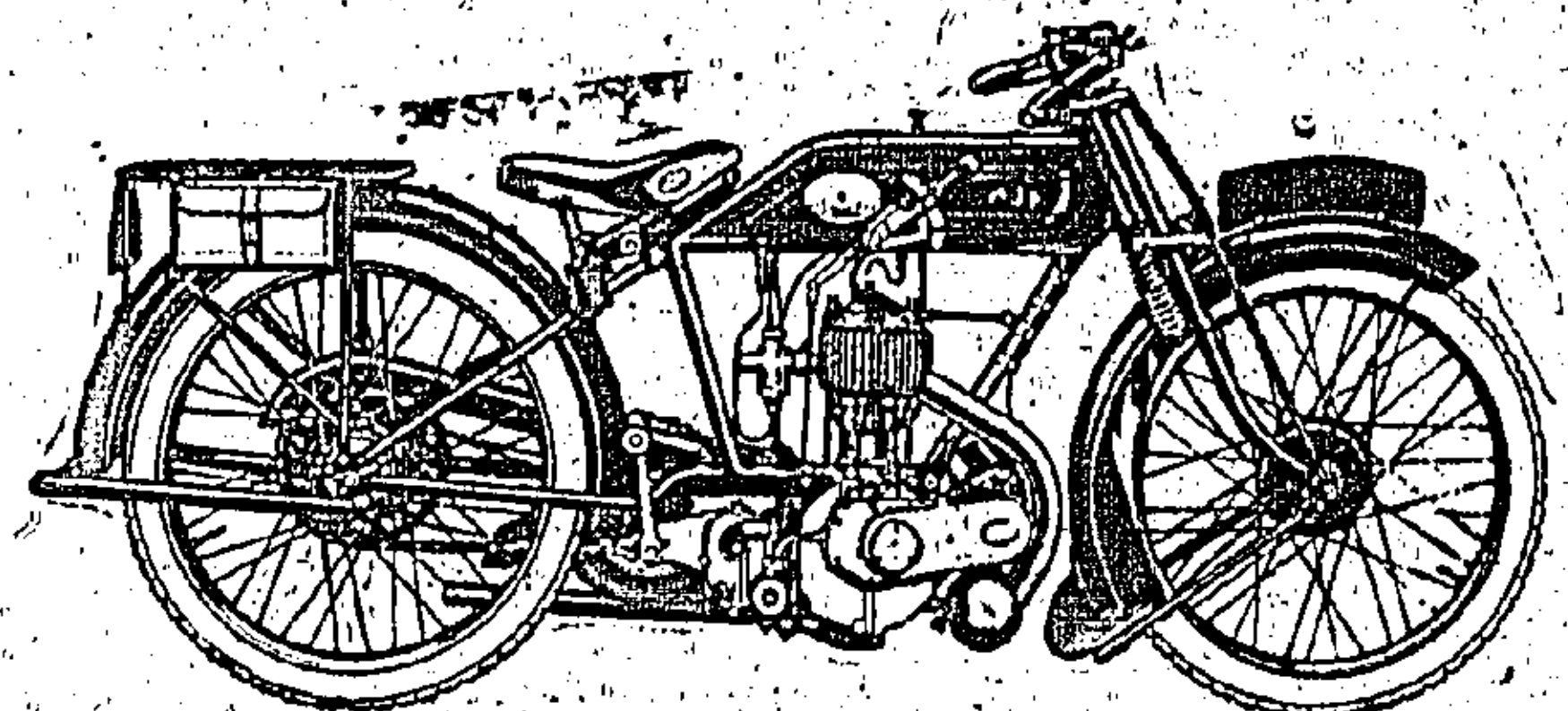
10-26 H.P. Four Cylinder. Overhead Valve Engine,
Complete with every refinement including DUNLOP CORD
BALLOON TYRES AND PNEUMATIC UPHOLSTERY.
ALL WEATHER EQUIPMENT.

Let Us Show Them To You!

GILMAN & Co., Ltd.

HONGKONG BANK BUILDING.

A. J. S. MOTORCYCLES



A. J. S. STANDS FOR QUALITY, WORKMANSHIP
AND RELIABILITY.

You will never know till you ride one. There are five Models
to choose from:

ALEX. ROSS & Co. (CHINA) Ltd.

BANK OF CHINA BUILDING HONGKONG.

The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Bulck Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Bulcks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Bulck Valve-in-Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Bulck motor cars. If this principle had not been correct, Bulck, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Bulck has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Bulck is the fittest among motor cars.

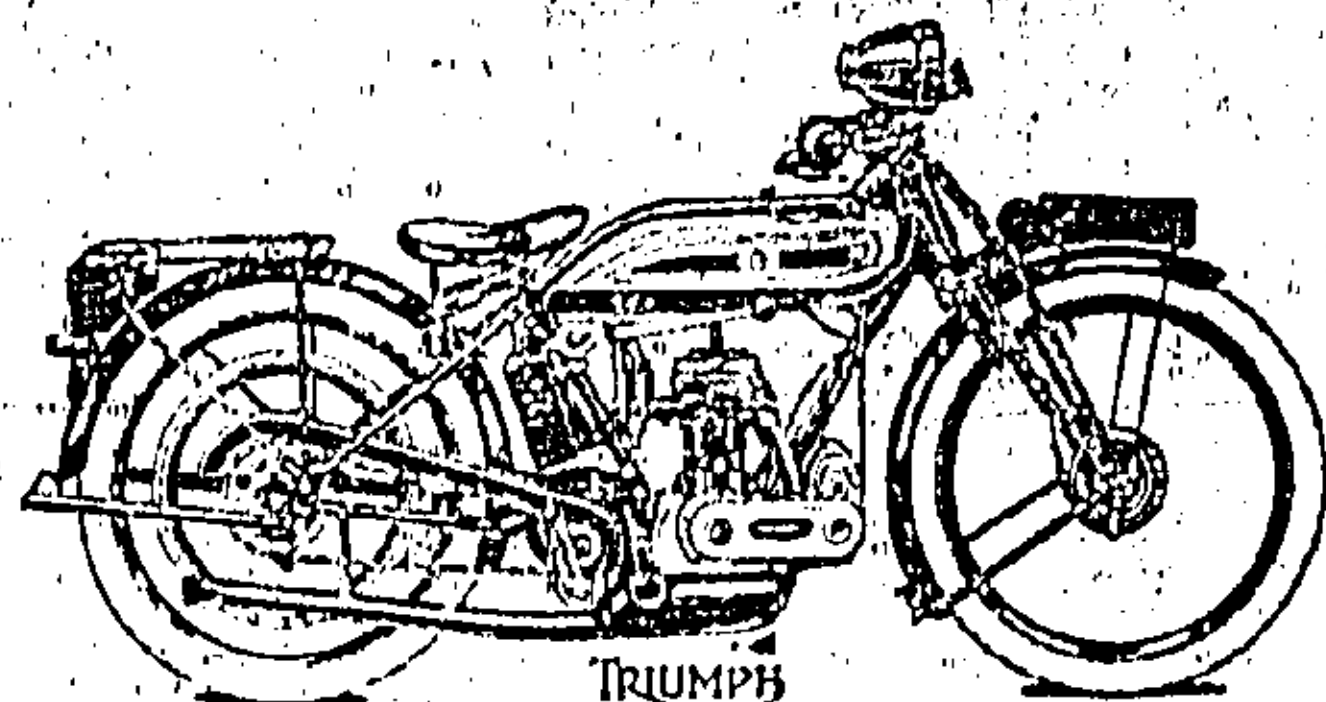
VALVE-IN-HEAD MOTOR CARS

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Vœux Road Central.

TRIUMPH



The Cycle of the day. There have been more Triumph Cycles sold this year in Hongkong than all other makes put together, which proves its worth. Ride a Triumph and say to yourself—"Satisfaction guaranteed."

Ready for the Road, Hongkong £59:5:0

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG.

TRAFFIC CONGESTION.

THE ADVANTAGE OF SMALL CARS.

Traffic congestion is a subject which is constantly in the minds of road users and road authorities alike, and the solution of which, complete or partial, is steadily becoming of more interest everywhere. One rather interesting point of view is the following: Congestion is the result of excessive occupation of the roads. Suppose a certain number of people need to be transported, then by reducing the space taken up by each person, we can reduce the congestion. From this standpoint, the small type of British car has a marked advantage over more cumbersome machines. There are many such types which give ample accommodation for two tall passengers, and also have an occasional seat at the rear for two more. The more popular such cars become, the longer can we stave off congestion of traffic, though naturally their popularity is not based on this fact, but on the known reliability of the products of the leading group of small car manufacturers.

ACCIDENT RESPONSIBILITY.

LEGISLATION FAILS TO CURB RECKLESS DRIVERS

The cheap car and easy-payment plans have established a group of motorists whose responsibilities financial and personal, seem to be in inverse proportion to the recklessness with which they drive.

This is the reason why automobile clubs, state legislatures and orders of pedestrians are trying to devise some form of insurance that would strike at these reckless drivers and make them pay for the injuries they inflict on others.

To-day many a person is run down by a driver whose car is mortgaged and whose income hardly covers his expenses. The result is no reward to the injured pedestrian.

A long array of repressive legislation has not succeeded in curbing the irresponsible reckless driver. He has gone to jail and come back ready for another carousal through the streets.

Compulsory insurance for all motorists has been suggested as the solution. But the objection is that it would cause the large majority of careful drivers to contribute to an insurance fund for the payment of victims of the irresponsible careless drivers.

FEW FORMS SOUGHT.

Other forms of insurance, therefore, have been sought by which the burden of payment for an accident is placed upon the person responsible for that accident.

Connecticut is to try out one such plan. It is the idea of Commissioner Vehicles Stoeckel.

Under Stoeckel's plan, any person convicted of reckless driving, intoxication or running away after an accident, must prove his ability to pay damages or have them paid, to the amount of \$10,000 for personal injuries and \$1,000 for property damage. This requires the convicted driver to show a non-cancellable policy for these amounts, or to put up a bond or deposit cash or collateral with the state.

This appears to be a better plan than general compulsory insurance. But the victims of first offenders gain nothing from it. It is only after the first offense, after a driver has actually been convicted of reckless driving, or been the cause of an accident, that he is made to insure himself against any further accident.

DEPOSIT REQUIRED.

A better plan is that adopted at Lausanne, Switzerland. It requires compulsory insurance for all motorists, but adds a personal liability of 10 per cent. of the judgment in case of an accident. Thus the guilty driver, although insured by the state has to pay 10 per cent. of the damages.

Here again, however, the chance arises of the driver's inability to pay. He might go to jail, but that doesn't satisfy the victim.

To avoid even this contingency, a suggestion has been made that the Lausanne plan be adopted here, but that in addition every driver be required to deposit, say,

B. S. A. SUCCESSES.

THE AUSTRIAN ALPS TRIAL.

Once again the claim for the consistent reliability of their motor bicycles, made by the B.S.A. Co., is proved by the results of the recent Austrian Alps Trial and Styrian Tourist Trophy Race.

The Austrian Alps Trial is the most difficult trial held in Europe, the route leading for a distance of 1,778 kilometres over the whole of the Alps, covering some of the highest passes. The trial lasts for eight days, and includes two hill climbs and two road races, finishing with a stringent examination of machines for any defects. This year the difficulties of the route were increased by the inclement weather conditions, rain falling practically continuously.

Despite this, the B.S.A. machines met with their usual success. Of the three B.S.A. entered, one retired at the end of the third day through the rider's illness. The other two, a 9.85 h.p. de luxe combination and a 9.63 h.p. colonial model, with sidecar, both standard models, finished without losing a single mark, and thereby obtained premier awards. In addition, the rider of the 9.85 h.p. Colonial model won the championship in the sidecar classes.

In the Styrian T. T., held over a distance of 220 miles, a B.S.A. 3.49 h.p. O.H.V. motor bicycle was entered, and, in competition with all makes and all classes, made the best time of the day thereby securing the Styrian Tourist Trophy.

These successes surely speak volumes for the consistent reliability and strength of the world-famous B.S.A. motor bicycles.

MAHARAJAH'S CARS.

Two 30-98 h.p. Vauxhall cars have just been delivered to the Maharajah of Jodhpur. The bodies (by Barker) are of polished aluminium and most luxuriously equipped, one being a 2-seater and the other a 4-seater. The "30-98" Vauxhall is famed for its power development and speed; with a racing body it is guaranteed to lap Brooklands at 100 m.p.h., and with the Vauxhall "Velox" 4-seater touring body, carrying full load, not less than 80-85 m.p.h. The "30-98" has been known as a very fast car for a good many years, the first of the series having been brought out in 1913. Even then it was guaranteed to attain a speed of 100 m.p.h., a speed at that day probably unprecedented for a standardised chassis.

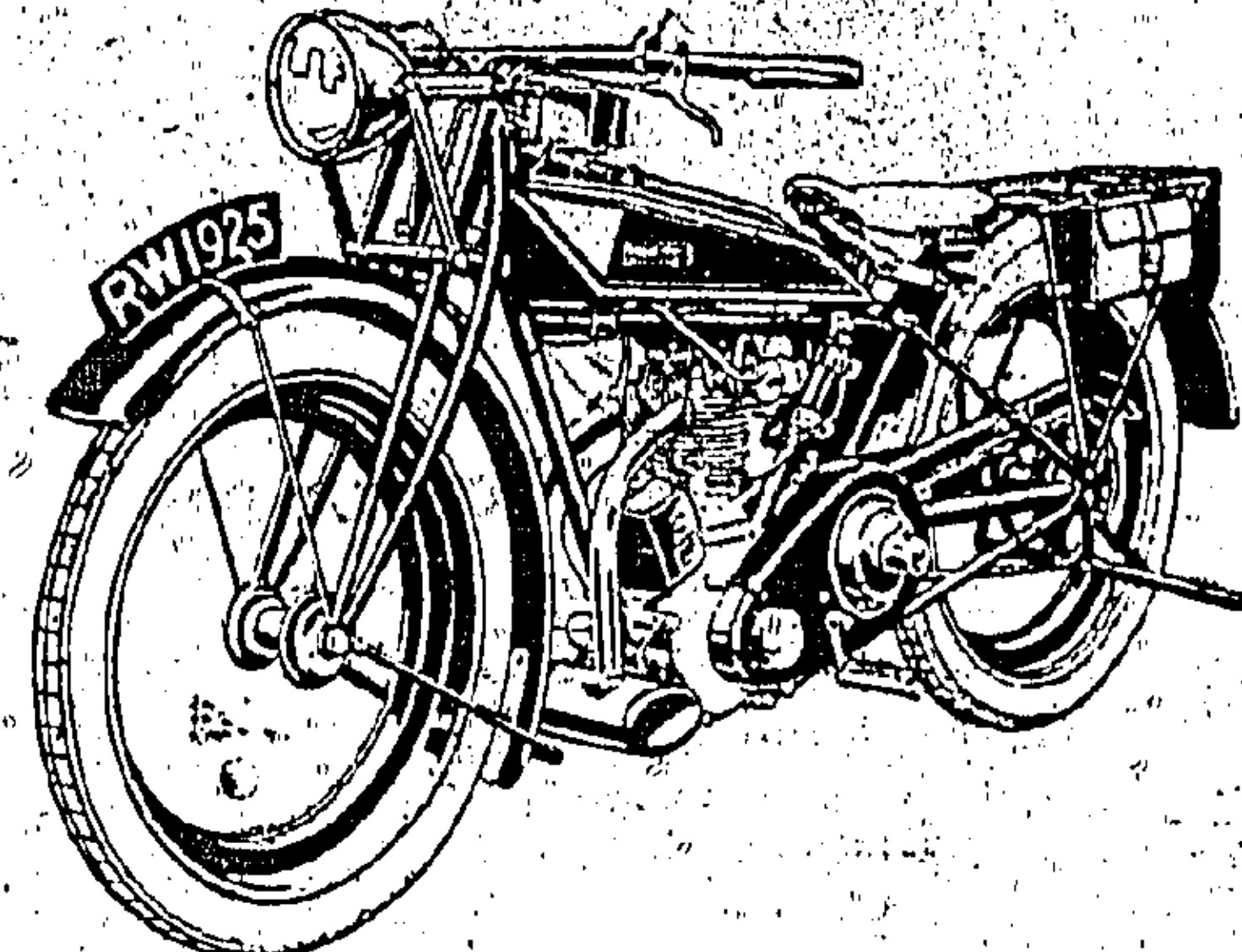
half of a possible 10 per cent. judgment for the limit of \$10,000.

A deposit of \$500 with the state might sober up many a careless driver.

Yet it might keep many from buying automobiles. (Exclusive to The Hongkong Telegraph).

Rudge-Whitworth Four Valve Four Speed

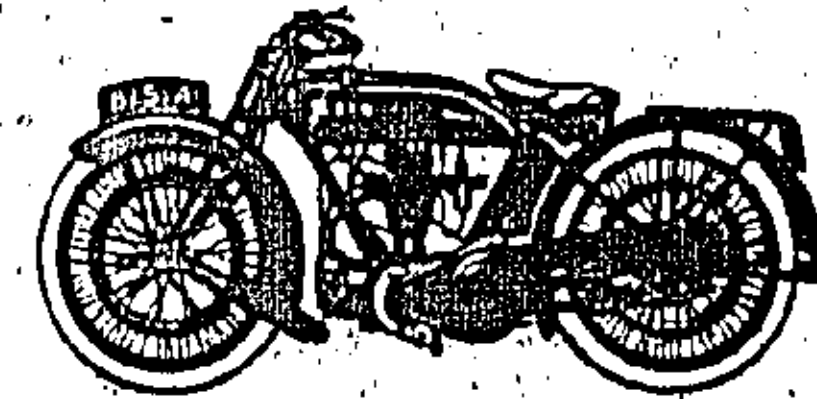
MOTOR CYCLES



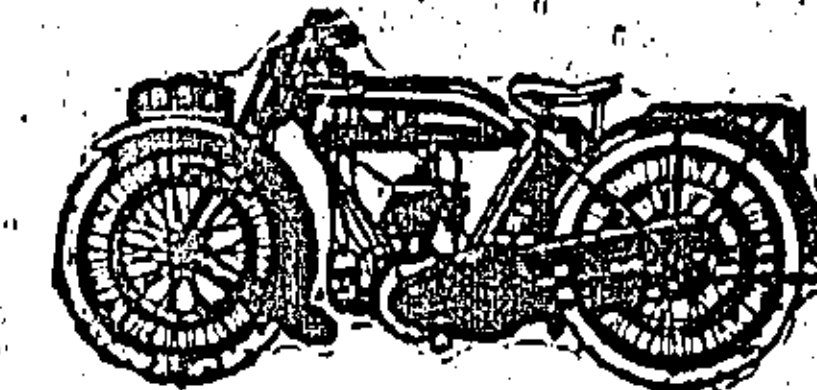
ORDERS NOW BEING BOOKED FOR A NEW CONSIGNMENT DUE TO ARRIVE SHORTLY.

FULL PARTICULARS FROM
RUDOLF WOLFF & KEW LTD.
54, Queen's Road, Central. Phone C.2178.

B. S. A. MOTOR CYCLES

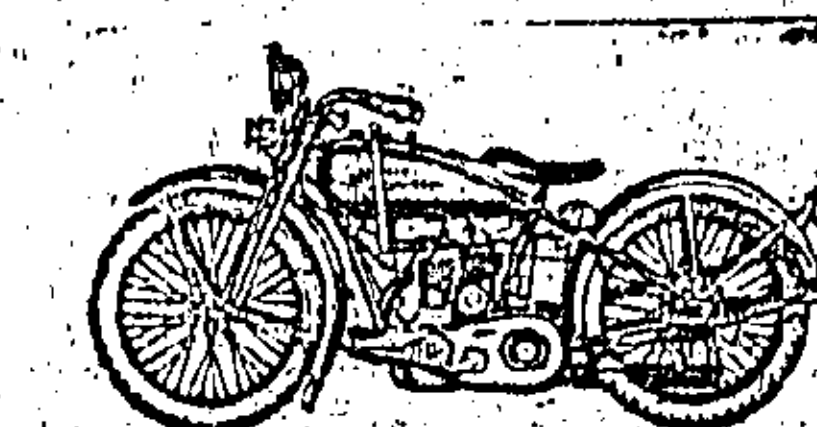


Famous For Reliability and Economy



Full Particulars from the Sole Agents:

THE SINCERE CO.



HARLEY-DAVIDSON LIGHTWEIGHT

The new 1926 Harley-Davidson Lightweight 350 c.c. single cylinder side by side valves.

According to the factory tests, this lightweight machine in ordinary touring will do 55-60 miles per hour, while consumption is at the rate of 100 miles to the Imperial gallon.

Kindly book your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number will arrive by the first shipment in September.

ALWAYS IN STOCK

1925 Models.—Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

SEVEN IMPROVE

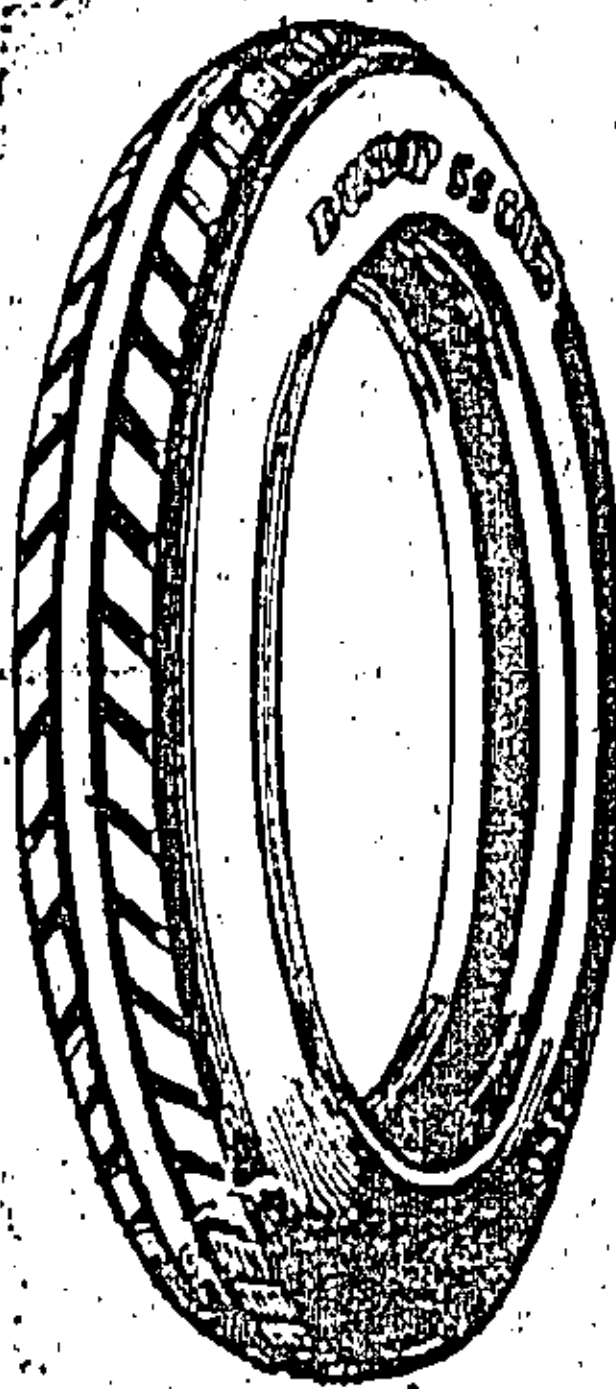
Seven of the 10 largest cities in America lowered their accident rate during January, below that of January, 1924. One of the remaining three remained on the same level, while traffic accidents in the other two were increased.

USED CARS IN FRANCE

Used cars, with one French dealer, are merely sold for the previous owners. If they can't be sold in 10 days, the owners get the cars back and no new cars are sold to them. But not a single new car has been lost by this method.

Why

DUNLOP CORD TYRES



should be on your car

They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is controlled from its source.

They are made on the proved best principles, applied in the best way.

They give longer mileage and better service than any tyres in the world.

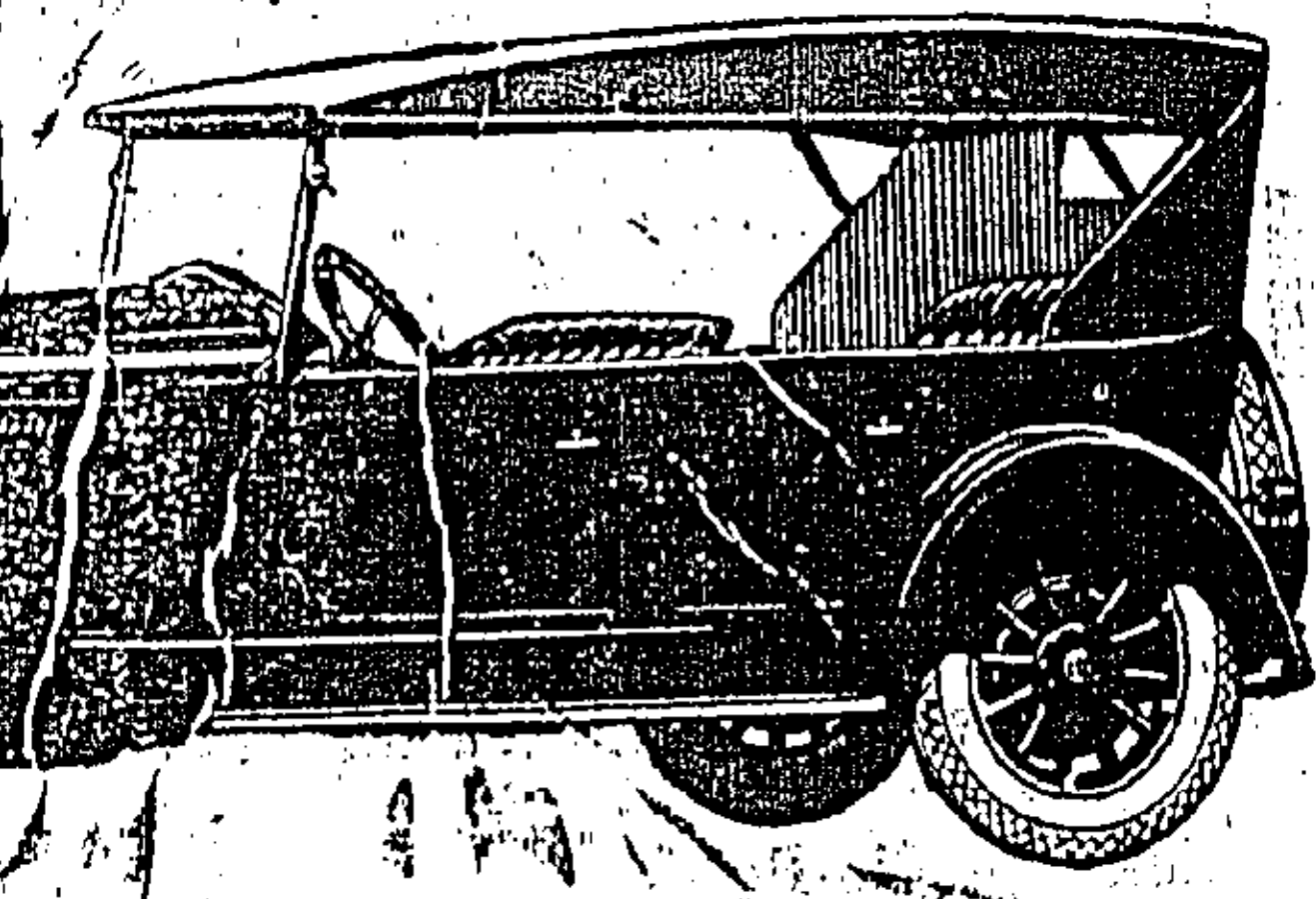
AND!!—the DUNLOP RUBBER COMPANY maintains its own Branch organisation on the spot, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters.

Dunlop Rubber Co. (China), Ltd.
Hotel Annexe Building. C. 4554.

Hongkong Hotel Garage
(Distributors) C. 4759.

The Finest ESSEX Ever Built

The Lowest Price for Which Essex Ever Sold



Its overwhelming public acceptance confirms by actual sales supremacy the outstanding leadership of Essex value. Never was that position so clear and so rightly deserved as today. This is the finest Essex ever built. It is the smoothest, most reliable Essex ever built. It is the best looking, most comfortably riding Essex ever built. And the price, because of volume, is the lowest at which Essex ever sold.

Built By Hudson Under Hudson Patents

Essex won its great recognition on the issue of finest quality, performance and utility without useless size, weight or cost.

And with its low first cost and operating economies, you get qualities of long-lasting, reliable performance, smoothness and riding ease.

Essex requires little attention to keep in top condition. Its maintenance cost, we believe, is the lowest of any car in the world. You sacrifice no motoring pleasure, comfort or good looks that

large, high-priced cars can give. Essex is nimble of action. It is easily handled in traffic, responsive to every call for power or speed. And with it you know all the satisfaction that comes with its distinction as a fine and beautiful car.

Built by Hudson under the famous Hudson patents, Essex has behind it the stability of fifteen years' manufacturing experience and the same high standards of service for which Hudson is noted everywhere.

Hudson-Essex, Now Largest Selling Six-Cylinder Cars in the World

The Dragon Motor Car Co., Ltd.

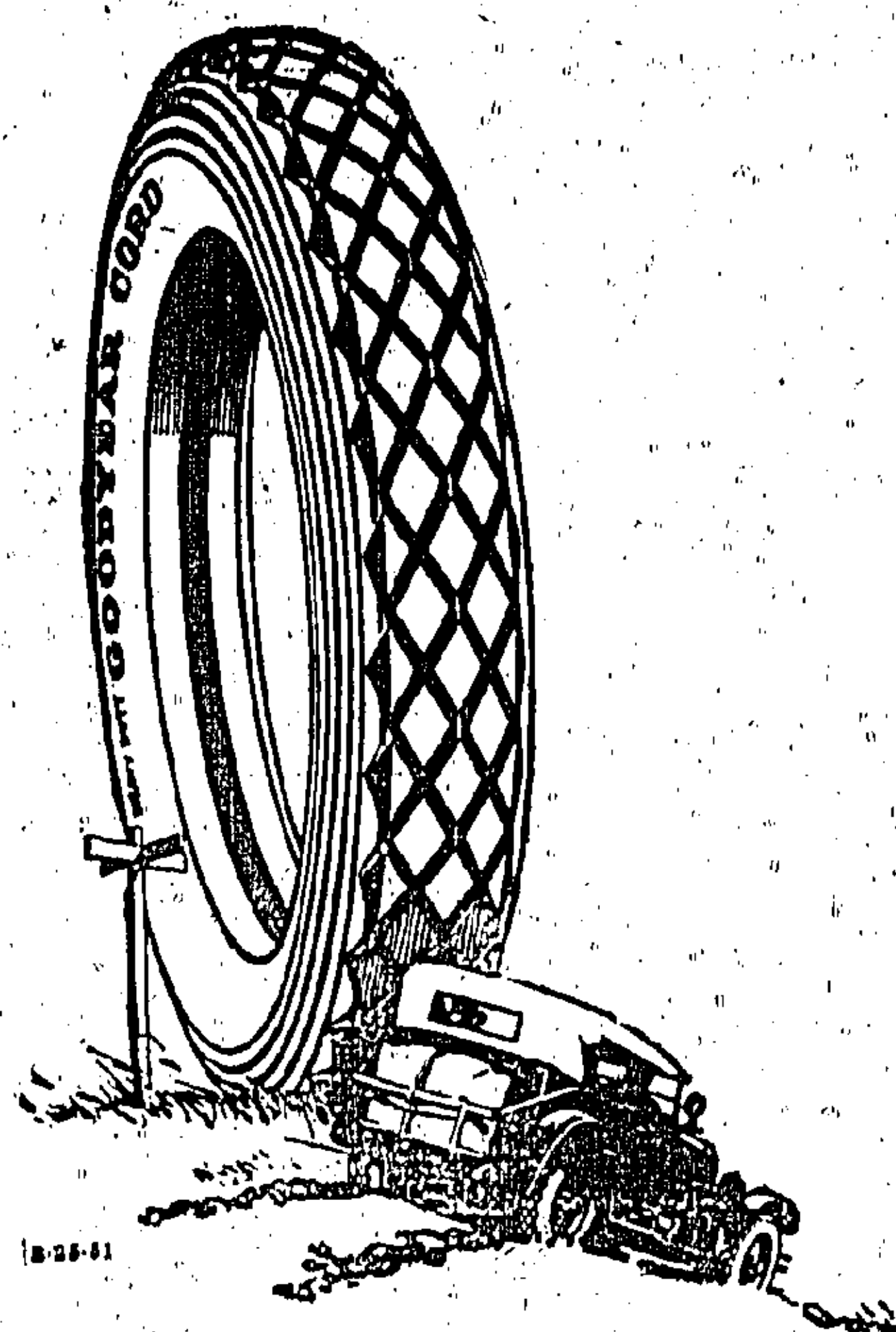
Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - Happy Valley.

FAMOUS AUTO RACER'S LAST PRIZE.



The racing car of Ascari, Italian auto racer, lying beside the fence where it crashed after turning over five times. Ascari was leading in the Grand Prix at Linas, France, until his rear wheel struck the bank at the Speedway and crashed over, killing the driver and mechanic.



Truly, a Heavy Duty Tyre

Drivers of big cars, motorists traveling all kinds of roads and pavements, operators of buses and light lorry owners, have long wanted something extraordinary in tyres—a super-stout extra-rugged tyre.

The new Goodyear Heavy Duty Cord Tyres for passenger cars, buses and lorries meet these qualifications exactly.

It is built with extra plies of SUPERTWIST—the extra elastic and extra strong new Goodyear cord material—armoured with circumferential sidewall ribs—powered with the famous All-Weather Tread.

If you need a sturdy tyre for your service, you should equip with this new Goodyear Cord Tyre.

Next Time Buy

GOODYEAR

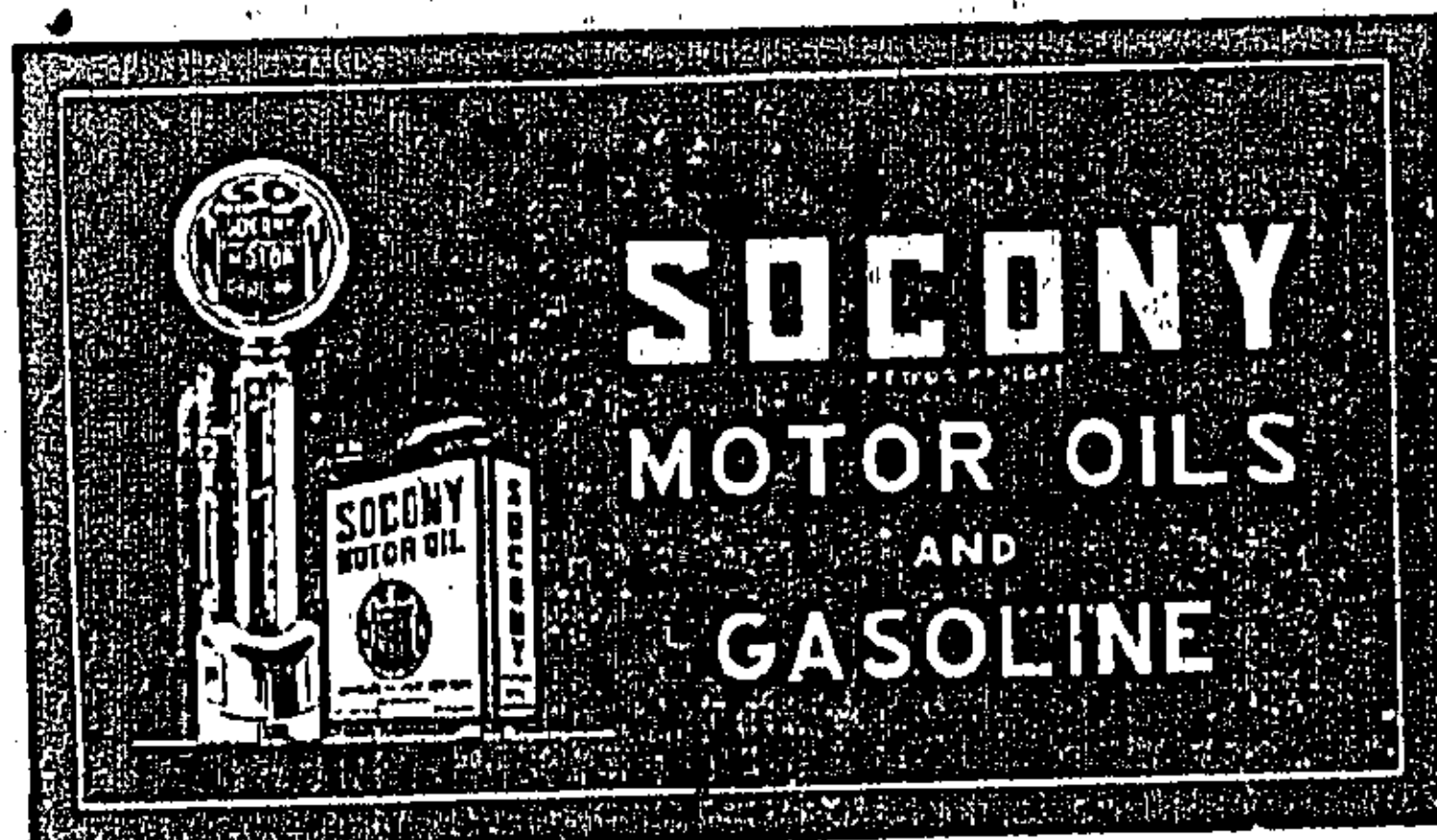
HEAVY DUTY CORD TYRES

Made in Canada

DISTRIBUTORS

ALEX ROSS & CO., (CHINA LTD.)

Bank of China Building
HONGKONG.



ATTENTION MOTORCYCLISTS !!!

JUST RECEIVED a Shipment of

Self Controlled Air Cushions
for Pillion Seats.

Alex. Ross & Co. (China), Ltd.

SHOWROOM: 1A, CHATER ROAD.

BOYS PARK YOUR CAR.
Seattle, Wash., has a "tag boy" service, by which motorists down town may call a uniformed boy to park their cars. The boys stand in front of department and other stores ready to drive any motorist's car to a parking station—for a price, of course.

RUNS INTO BILLIONS.
Retail value of new automobiles sold in the United States last year is estimated at \$2,475,000,000. Adding to this an estimated total of \$575,000,000 for used cars traded in and sold, the grand total of cars sold last year was \$3,050,000,000.

MODERN BUS SERVICE
A regular bus service has finally been established between New York and Philadelphia. It's the first time the railroads have met competition on this run. Each bus is equipped with running water, library and tables, and even a radio receiving set.

HARD ON DELINQUENTS
British judges have no sympathy with drunken, or reckless drivers. The police have a strict test for those thought to be drunk while driving. If a driver can't produce his driver's license when asked, he gets a high fine, no matter how good his driving is.

HONGKONG'S TRAFFIC LAWS PARODIED.



"Persons 'bearing' loads shall keep near the curb on the left side of the road."

CO-OPERATIVE EFFORT.

THE MOTOR INDUSTRY SETS AN EXAMPLE.

There have been many signs of late of the possibility of the British Government actively collaborating with British industries in order to encourage purchasers all over the Empire to give preference to British goods. The Federation of British Industries is interested in a scheme which would involve the raising of funds from industries and individual manufacturers, whose contributions would be increased by some agreed percentage from a central fund financed by the Government itself. In this way a large sum of money might be made available for propaganda purposes, and the influence of the Press throughout the Empire brought to bear in such a way as to discourage the purchase of foreign products.

It is quite conceivable that this new campaign is to some extent inspired by what the British motor industry has already been doing and, if our information is correct, proposes to do on an even wider scale in the future. Recently the industry conducted a campaign of Press advertising designed to encourage the purchase of British cars. The advertisements emphasised the known merits of British vehicles and the importance of employing British labour, but did not indulge in any derogatory statements as to the comparative merits of foreign articles. In the first instance, the campaign was confined to Great Britain itself, for the reason that a substantial home market is essential as a nucleus before big overseas business can

be developed on a sound financial footing. The effects of the campaign on the mind of the public were undoubtedly good, and it is highly probable that it will be renewed year by year at suitable seasons. It is to be hoped also that it will in time be extended to cover the overseas Press.

Another kind of co-operative effort of the British motor industry takes the form of the organisation of all-British motor shows in the Empire overseas. In 1924 a very successful show of this kind was held in Melbourne, and resulted in a substantial profit, the bulk of which, it is understood, will be devoted to pro-British propaganda conducted in Australia. Moreover, the exhibition undoubtedly led to a considerable amount of business being done, and helped to prove that the present-day British vehicle is really suited to overseas requirements. This year a similar show has been held at Adelaide, and it is hoped that these all-British shows will become regular events and will be held from time to time in very many parts of the Empire overseas, wherever the possibilities of business seem to be reasonably good and adequate exhibition buildings are available.

It will thus be seen that the British motor industry has not waited for Government assistance, or for the collaboration of other industries, but has set an example by co-operating within itself in a manner which provides a strong answer to those critics who would wish it to be believed that the industry is not progressive or open to accept new principles, whether as regards its methods of manufacture or the means adopted for marketing its goods.

PACKARD ANNOUNCES

Packard announces that already more than 15,000 new Packard owners have found in their cars the most notable improvements since the introduction of the electric starter.

These improvements are (1) chassis lubricator, (2) the motor oil rectifier. Together they double the life of Packard cars.

The Chassis Lubricator

With the exception of six points that must be oiled by hand once every 10,000 miles, the chassis points requiring regular attention, 45 in all, may be oiled in less time than it takes to sound the horn.

The pull of a plunger, a second of time, and every part is bathed in oil.

How much would your car be worth to-day if it had no electric starter? How much will your car be worth two, three or four years from to-day if it has no chassis lubricator and motor oil rectifier?

These improvements, found together only in Packard cars, are among the most important ever made in motor car design. While the electric starter increased the sale of cars—the chassis lubricator and the motor oil rectifier double the life of cars—cutting depreciation in half and making the Packard the most economical car in its class to own, to operate and to maintain.

The Motor Oil Rectifier

The motor oil needs to be changed but once in every 2,500 miles. The lubricating qualities are preserved through a complete and automatic purification once every hour while the motor is running.

The result—longer life of parts, lower costs for oil, and quietness of operation.

First by ten years or more to protect the interests of owners through retaining standardized appearance and in offering no yearly models, Packard is now first to make it easily possible for owners to get out of their cars the long and desirable mileage life built into them.

THE DRAGON MOTOR CAR CO., LIMITED.

33 Wong Nei Chung Road.

Happy Valley.

PACKARD

ASK THE MAN WHO OWNS ONE.

EXCEPTIONAL RIDING COMFORT

This new Touring Car is at its best where road conditions are at their worst.

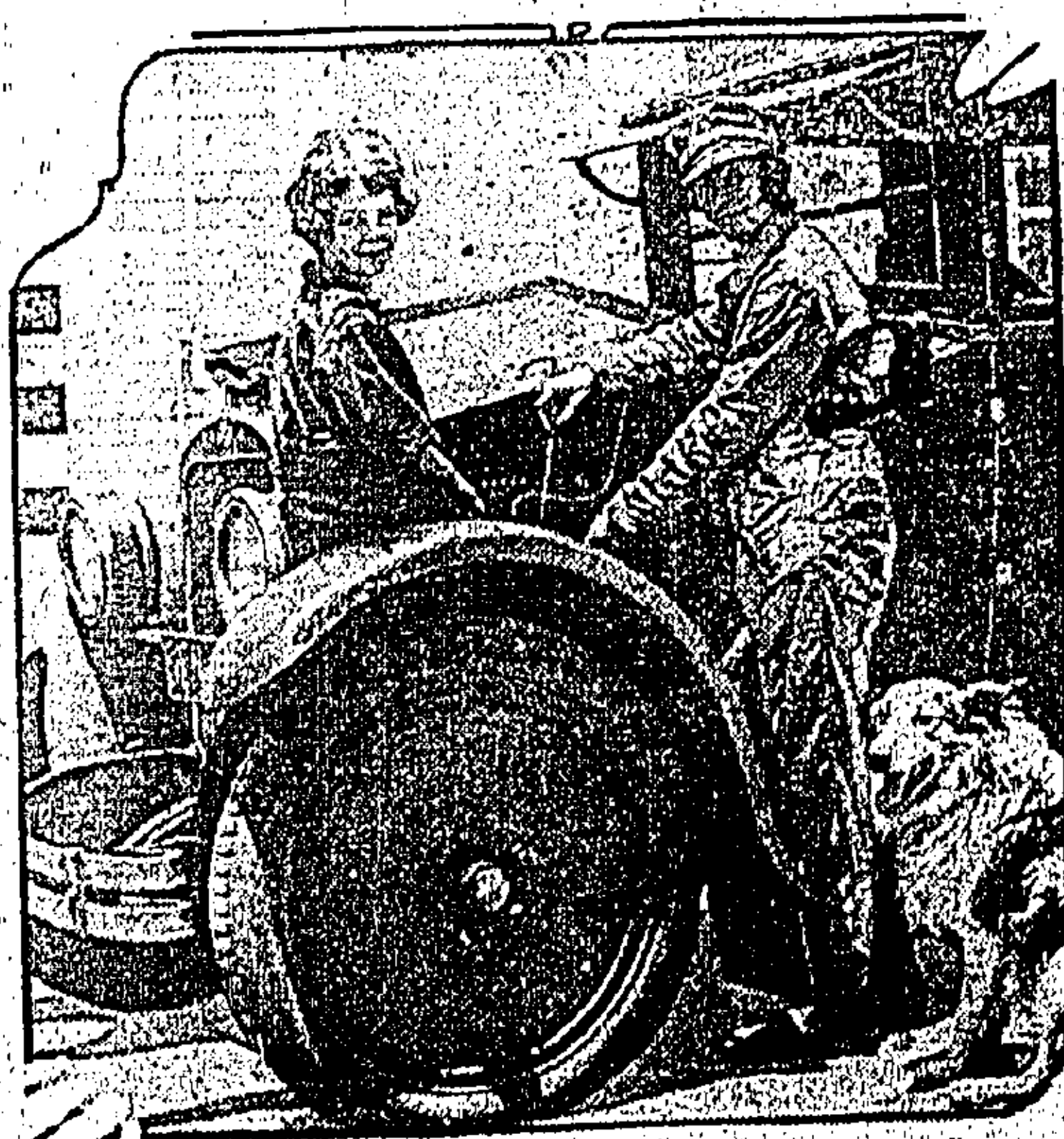
Not until then can the owner fully appreciate its luxurious riding ease, nor the full superiority of the new spring equipment.

All four springs are longer, with more and thinner leaves, and the rear springs are underslung.

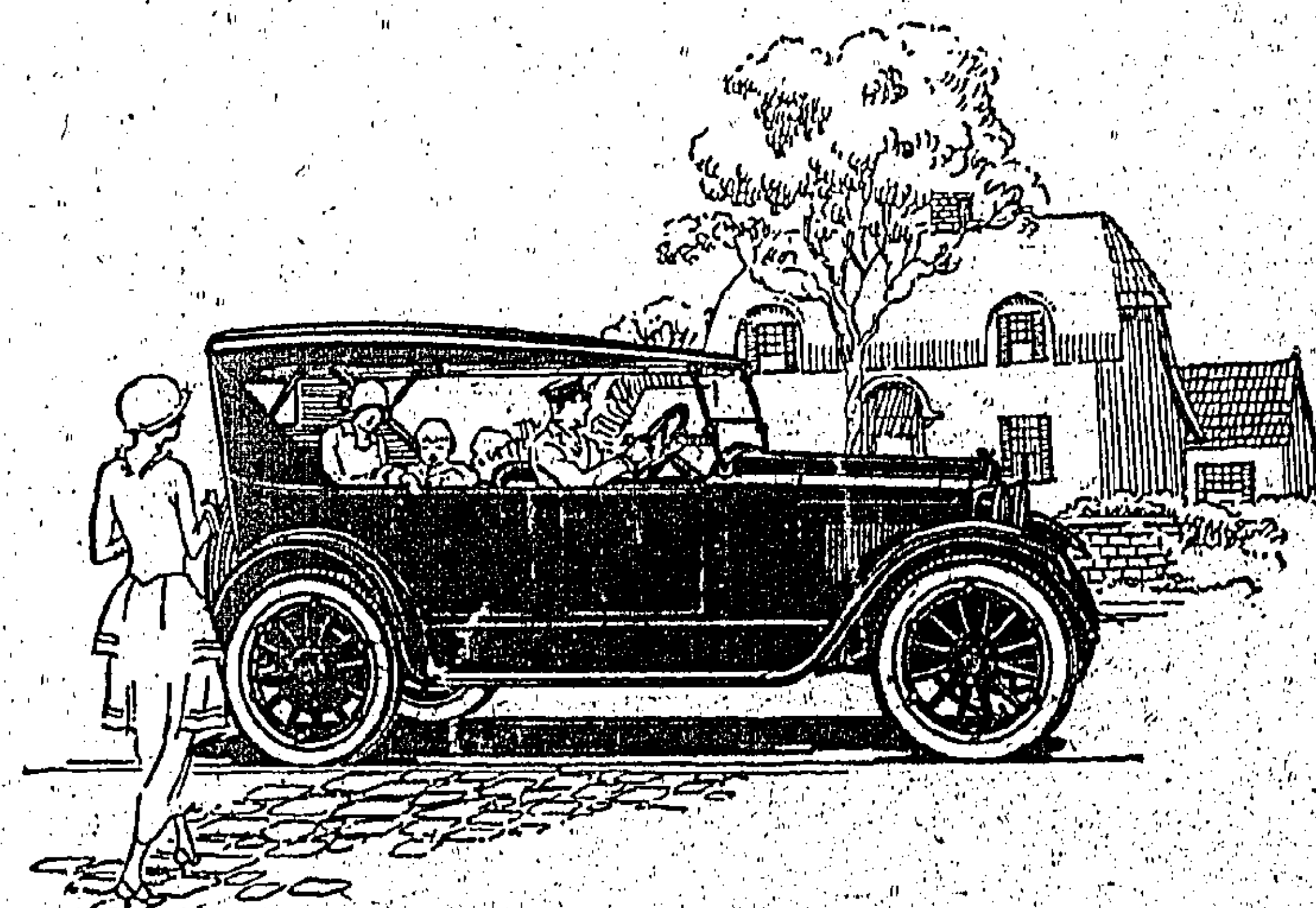
Made of tough, chrome vanadium steel, they unite maximum strength with very exceptional resiliency.

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Beverly Baird went to Hollywood a few years ago from Texas to try to get in the movies. The best she could do was a job as a double, and when she got injured she gave it up. So now she's opened a garage, and says it beats the movie game all hollow. She's shown here with her three-year-old Packard.

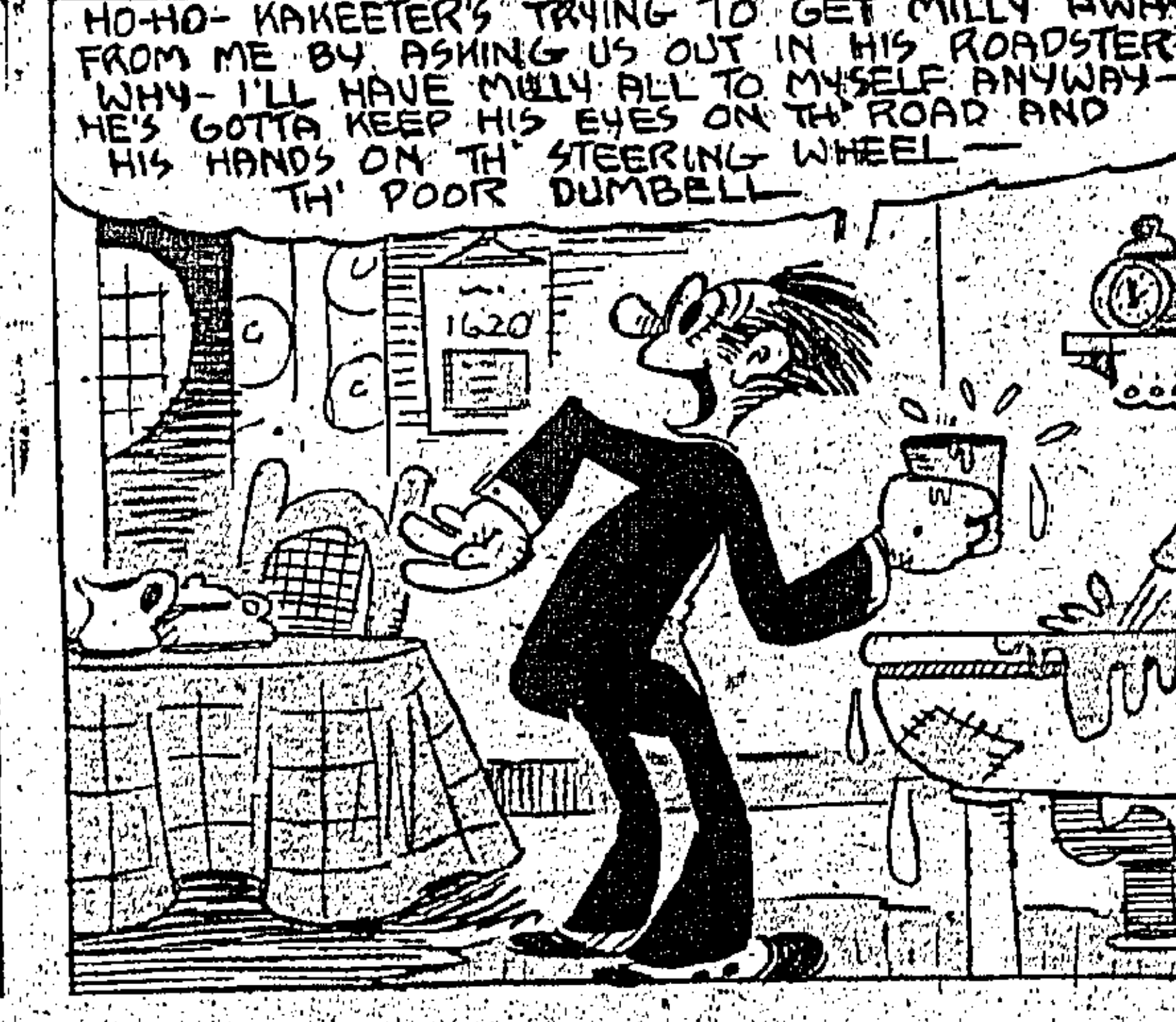
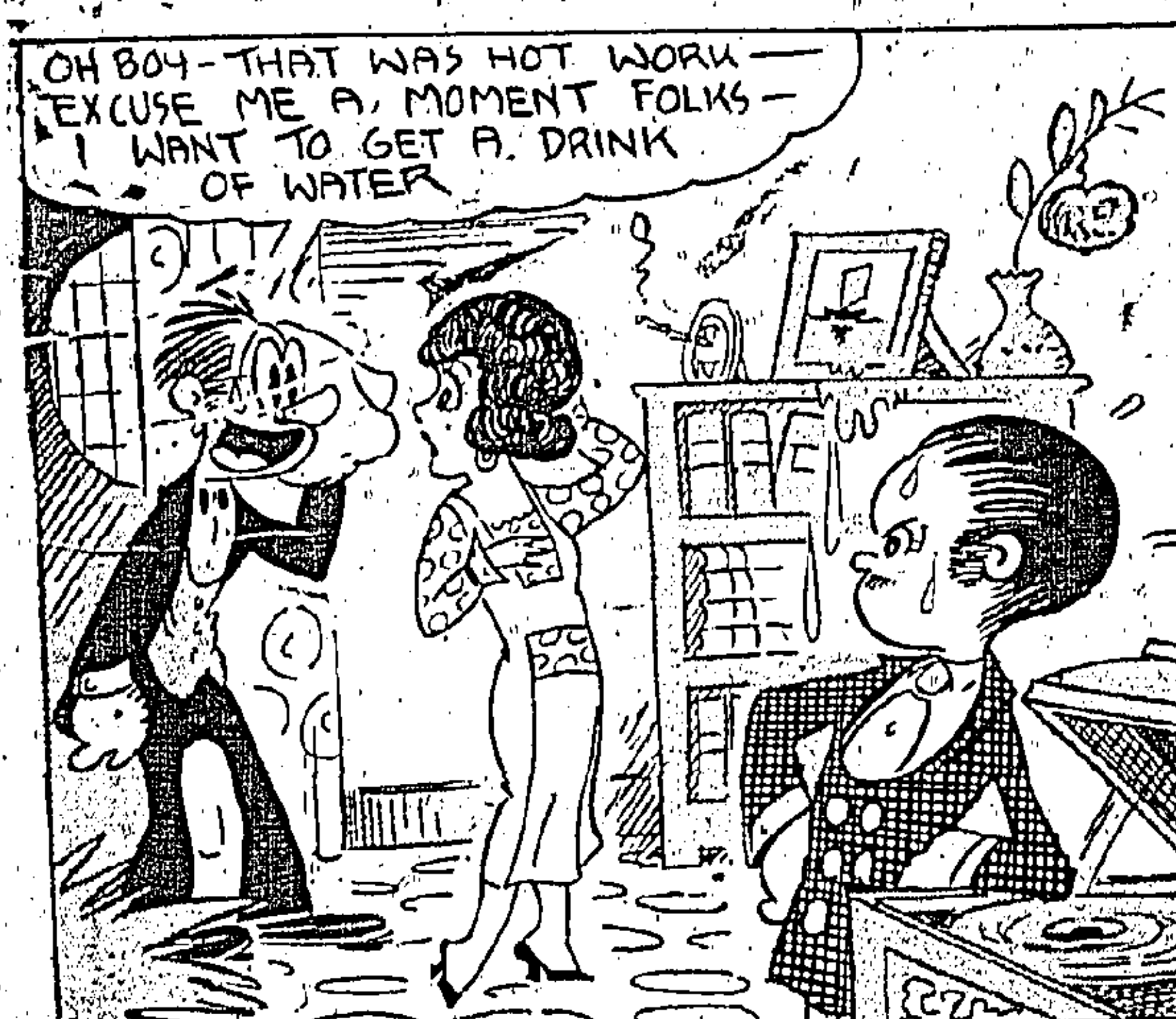
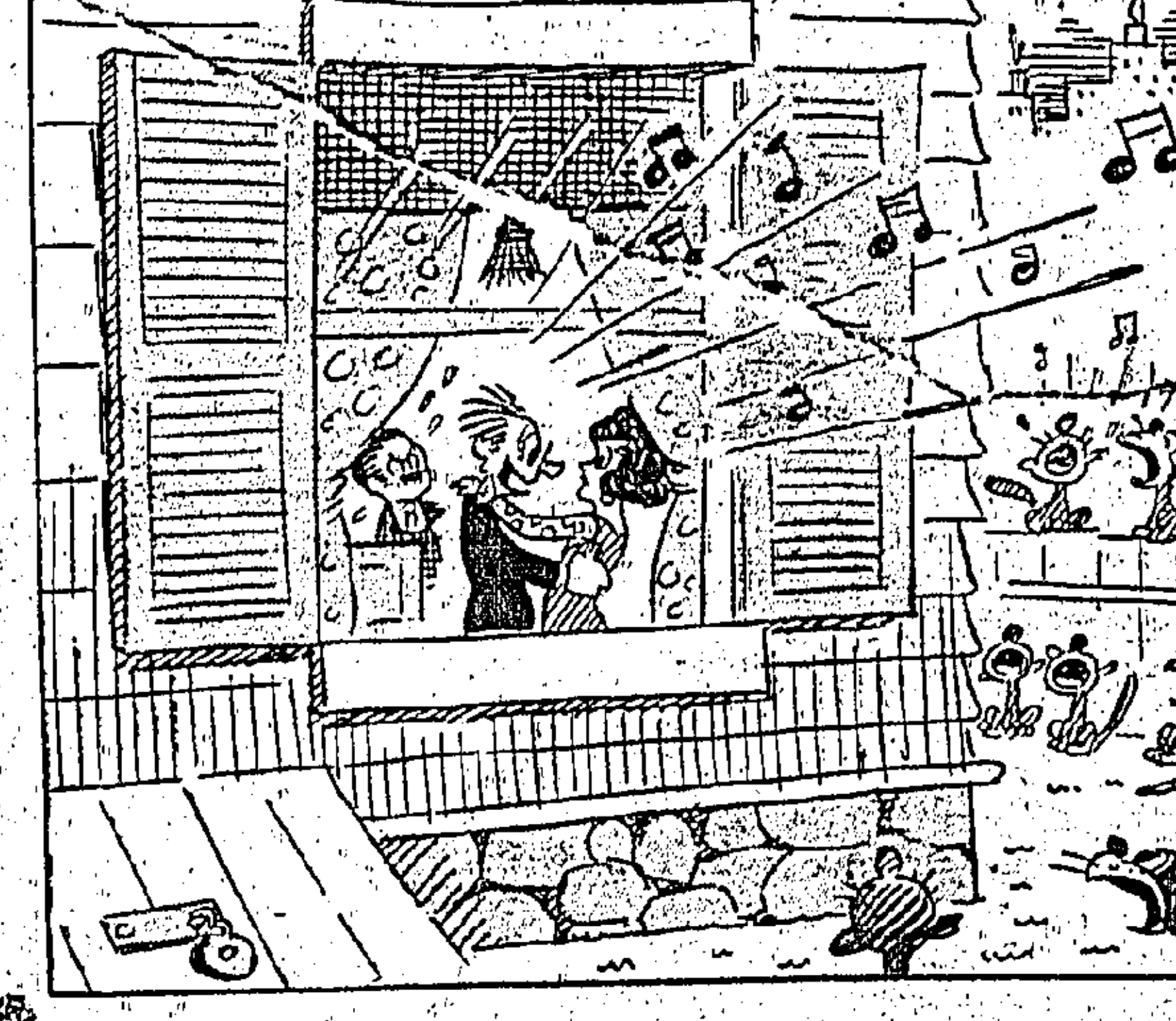


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WHITEAWAY'S FOR STANDARD VALUES

TECHNICAL INSTITUTE.

NEW TERM COMMENCES.

The new term of Hongkong Technical Institute has now commenced, and a most successful session is anticipated. The prospectus shows that the subjects of instruction cover a wide field, and it is explained that the physics and mathematics courses meet the requirements of the University matriculation. This year, there is a separate section for Kowloon. An excellent staff of lecturers has been arranged as follows:

Hongkong.—Building Construction, Mr. R. J. B. Clark, A.R.I.B.A.; electric engineering, Mr. I. Day, A.M.I.E.E.; Mathematics, Mr. M. G. O'Connor, B.A.; chemistry, and metallurgy, Mr. H. G. Wallington, B.A.; physics, Mr. J. Ralston, M.A.; English, Mr. A. White and Mr. H. G. Wallington, B.A.; shorthand, Mr. D. Young; book-keeping, Mr. G. W. Reeve, B.A. Teachers' Classes: Women, Miss N. W. Baskombe, B.A., Dip. Ed.; Mrs. E. C. Weston and Miss G. M. Cotton; men, Mr. J. Ralston, M.A.; Mr. E. J. Edwards and Mr. A. T. Hamilton; vernacular, Mr. Ng Fung-chau (supervisor), Mr. Ho Wai-ko, Mr. Yeung Yuk-ham (Chiu-chun), Mr. Pak Chik-po, Mr. Liu Hoi Tung, Mr. Leung Cheuk-u, Mr. Ng Pak-keung, Mr. Kung-hon, Mr. Li Lun-kwai and Mr. Tsui Pak-yuet.

Kowloon.—Mathematics, Mr. D. M. Richards, B.A.; chemistry, Mr. T. R. Howell, B.Sc., Dip. Ed.; cookery, Mrs. J. Cooper, Dip. Cookery; French, Madame Moussion and Miss Tussart, B.Sc., Ph. B.; shorthand, Miss N. Baskombe, B.A., Dip. Ed.

Mr. E. Ralphs is the Director of the Institute.

TEXTILE MACHINERY.

THE WORLD'S LARGEST EXHIBITION.

London, Oct. 2. The greatest textile machinery exhibition ever held has been opened at Manchester City Hall. One hundred and twenty firms, including English, French, German, Italian, Dutch, Austrian and American, are represented. It is hoped that as a result of the exhibition Lancashire will develop the manufacture of fabrics not hitherto made in the shape of cotton damask. This means the invention of a new appliance to be fitted to looms. The exhibits include machinery for use in the wool, cotton, flax, silk and artificial silk industries.—*Reuter*.

THE BANK RATE.

YESTERDAY'S STOCK EXCHANGE BUSINESS.

London, Oct. 2. Despite the first surprise, the reduction of the Bank Rate is generally welcomed and a good sentiment prevails on the Stock Exchange to-day but business is quieter and somewhat disappointing. Following on yesterday's strength, gilt edged securities are easier in tendency with the new Conversion Loan now quoted at half the premium. Yesterday's sharp advance in investment stocks is attributed largely to bear covering operations, while it is considered that a few days must elapse before the market feels the full effects of the advantage of the lower Bank Rate from the general public.—*Reuter*.

HAUNCHING ARRIVES.

NEWS FROM SWATOW AND COAST.

Bringing but only a few passengers and no cargo either from Amoy or Swatow, the s.s. Haunching came in from the coast ports this morning. Cargo was taken aboard at Foochow, but there was none offering at Amoy or Swatow, at which latter port a few passengers were taken on. Matters are still far from normal in the coast ports, apparently. There are said to be a number of shootings every day in Swatow now that the anti-Reds are in power, but there is an absence of confidence and business is still dull.

A *Reuter*'s telegram Rhode Island says it is officially announced that submarine S-51 has been found flooded from stem to stern, all aboard being dead.

PRINCE GEORGE IN JAPAN.



H. R. H. Prince George paying a visit to Prince Kuni on September 15th.



Vice-Admiral Sir E. Alexander-Sinclair and his wife being entertained at the Theatre "Kabuki". (Centre: The Admiral and Lady Alexander-Sinclair. Front: left to right, Utanomi, famous Japanese actor, Baroness Takarabe, wife of the Minister of Navy, and her daughter. Photos by courtesy of the Japanese Consulate, Hongkong.

BRITAIN'S AIR DEFENCE.

TWO VICE MARSHALS APPOINTED.

London, Oct. 2. Air Vice Marshals Brook Popenam and Steel have been appointed to command respectively the fighting area (namely all fighting units) and the Wessex area (namely all bombers engaged in home defence). These are the first appointments under Sir John Salmond who is responsible for the air defence of Britain.—*Reuter*.

RUSSO-GERMAN PACT.

VERY NEAR COMPLETION.

Berlin, Oct. 2. The Russo-German understanding is now much more advanced than was described in an earlier cable. Germany is ready in principle to sign a commercial agreement with Russia as soon as the German Foreign Office Commission returns from Moscow, where the final text of the treaty will be drawn up. It is officially announced that the impending agreement can be regarded as a milestone on the road to further consolidation of Russo-German friendly economic relations.—*Reuter*.

SAINTS: I.

By the Rev. G. R. Lindsay, M. A.

"Paul... to the Saints which are in Ephesus." *Ephesians, Chap. 1-1.*

"To the Saints." Who would they be? Where would the post runner find them? If someone sent a letter "To the Saints in Hongkong," who would claim it? Not we, certainly. We do not lay claim to such goodness as that we will allow no one to challenge our moral life, but we do not set up to the Saints!

"A creature not too bright or good." "For human nature's daily food" is good enough for us. "To the Saints?" No Saints in Hongkong; try Kowloon!

But we are making a mistake. This is not what Saint means. It has no reference to goodness, much or little. All this opens up an interesting study in the use of three New Testament words—"Saint," "Sinner" and "Righteous." Jesus Christ found people divided into two classes—"Sinners" and "Righteous." The Sinners knew that they were wrong. The Righteous believed that they were right. Jesus showed the Righteous that they also were wrong. He accepted what they did for what it was worth, it was not worth much. They were trying to do right without being right.

In various ways, He showed them that that was all a big mistake. In the parable of the two men who went up to the Temple to pray, the Pharisee was wrong and knew it—"God be merciful to me a sinner." The Pharisee was wrong also, but he did not know it—"I thank Thee that I am not as other

men are." And after the prayer, the *Sinner* went down to his house justified rather than the others.

So there were two classes—"Sinners" and "Righteous." Jesus dealt with them both alike. In the case of the Sinners it was comparatively easy because they knew their sin and that they had to repent. In the case of the Righteous, it was more difficult, but for them there was nothing else for it—repent or perish. They must both get right with God. Then they would be able to do right.

How are they to get right with God? "Follow Me," "No man can come to the Father but by Me," "become one with Me." St. Paul said the same. The Father wants men to be at one with Him, that is the Atonement. This is the way we are made one with Him. God manifests His love in His Son. Christ loves us and gives Himself for us, and we love Him because He first loved us and gave Himself as a sacrifice for our sins. What Jesus Christ says and what St. Paul said are the same. The "Sinner" and the "Righteous" man must get right with God, and by the same way. There is no other.

Now, what are we to call them when they follow Christ? "Sinners" will not do, and "Righteous" will not do. We will call them "Saints" or "Holy Ones." It is a good name because they are one with God, the Holy One. They may not yet have done all truly good things. But because they are right and will do right, they are called Saints.

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TREGO GIRDLES
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DAIRY FARM NEWS.

CREDIT SALES.

We are pleased to announce that Credit Sales will be resumed at the Company's Depot and Branches from 1st OCTOBER.

New Pass Books are now ready and may be had on application. As separate books for the Butchery and Dairy Departments are henceforth to be used, Customers dealing with both Departments are requested to apply for two books.

All applications to be made on the form provided at the end of the pass book and the old book or books returned to the Company.

Customers are requested to note that no applications will be entertained unless all bills up to and including June last have been paid.

No goods will be supplied "on credit" against old pass books after the 1st October.

ICE PRICES.

From 1st OCTOBER the retail price of Ice at our Peak and Hung Hom Branches will be reduced to 1½ cents per lb.

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She.—Why! To Albert, of course, where we are sure to get the finest French Pastry and the best cooking.

He.—That is so! His French Cakes at \$1.00 per dozen, his Maderie Cakes, his Big Cakes, his Ice-Creams (combined with excellent cuisine) are made exclusively with the butter, milk and cream of the Dairy Farm Co., Ltd.

She.—Quite so!—and he also has a new menu comprising fifty new dishes which you can enjoy any time from 10.30 a.m. to Midnight.

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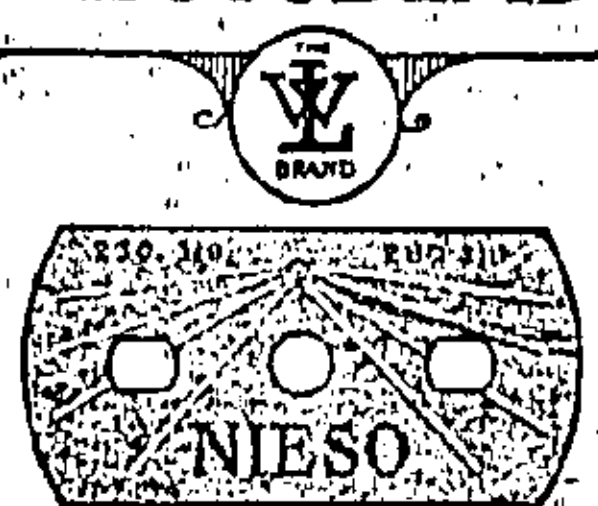
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GOLD RAZOR BLADES
Suitable for all types of
Gillette Pattern Razor

In Packets of
12 Blades

Price **50 cts.**



WEDDING SNAPSHOT.—This snapshot, showing the bride and bridegroom

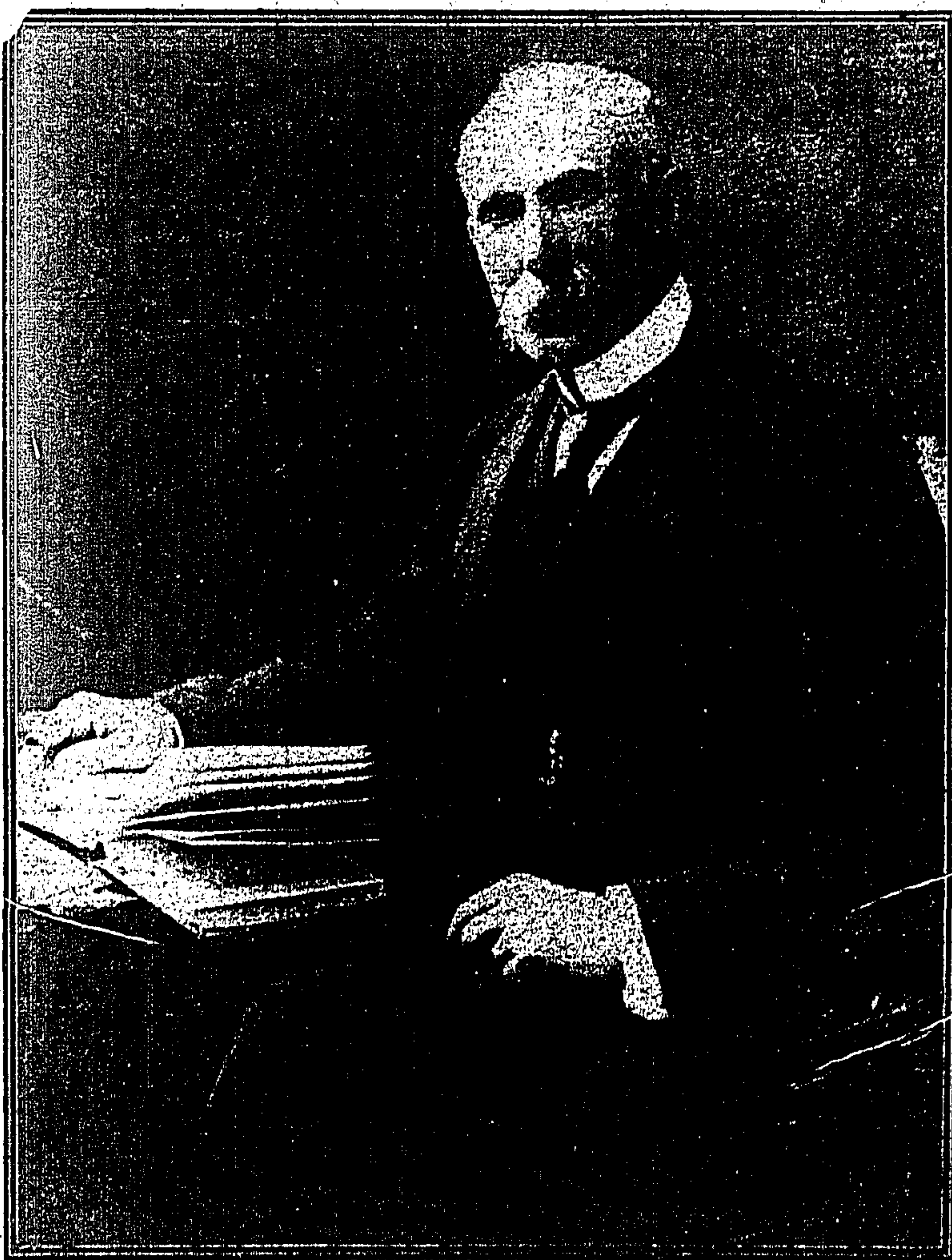
leaving St. John's Cathedral, was taken at the recent wedding of Mr. B. C. Randall and Miss Ada Mabel Lee. (Photo Ming Yuen).



AGAINST EVOLUTION.—Mrs. Flora Meyers Gillentine, Murphreesboro, Tennessee, has been appointed member of the Tennessee text book commission. She will purge school books of evolutionary theories.



GOOD SPORT.—Florence Skadding aquaplaning in the Corinthian and Capital Yacht Club Regatta held on the Potomac River, Washington.



LATE SIR JOHN JORDAN.—This is one of the last portraits taken of the late Sir

John Jordan, who for 43 years helped to guard British interests in China, rising from the post of student interpreter to that of British Minister.



SNAKE-BITE CURE.—Dr. Raymond Ditmars, curator of reptiles in the Bronx Zoo, New York City, will sail for Brazil with venom collected from a thousand rattlesnakes which will be made into antitoxin. This shows Ditmars forcing a rattler to strike at a cloth covered glass, depositing its venom in it.

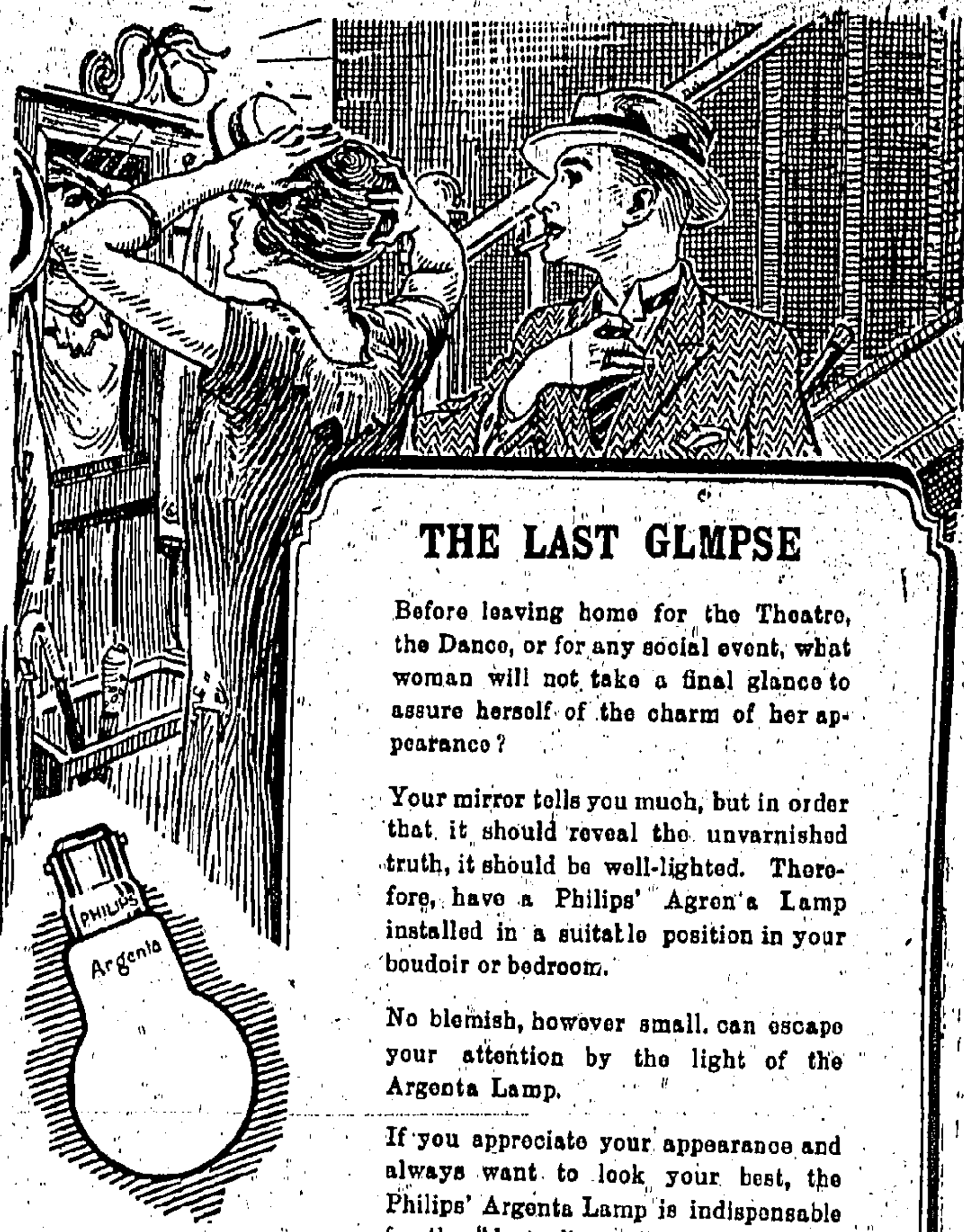


BETROTHED.—Miss Consuelo Vanderbilt, daughter of Mr. and Mrs. William K. Vanderbilt, and popular Newport society leader, who is reported engaged to Earl E. T. Smith of New York City. It is said that the couple will be married in New York soon.



COURAGEOUS.—Richard Halliburton added to his list of daring feats when he swam the Dardanelles. He has also climbed the Matterhorn after the season had closed and is the only person known to have climbed Mt. Fujiyama in Japan alone in winter.

Brighten Your Home



THE LAST GLIMPSE

Before leaving home for the Theatre, the Dance, or for any social event, what woman will not take a final glance to assure herself of the charm of her appearance?

Your mirror tells you much, but in order that it should reveal the unvarnished truth, it should be well-lighted. Therefore, have a Philips' Argenta Lamp installed in a suitable position in your boudoir or bedroom.

No blemish, however small, can escape your attention by the light of the Argenta Lamp.

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DEVIL DANCING.

Brilliant Ceremony In West China.

Tachienlu, West China, Aug. 17. It is recorded that while Rome burned, Nero played his fiddle; and one has record here that while China staggers under the weight of external and internal difficulties the Tibetan enjoys his De Ji Dance. This year the dance was held at the Yellow Lamasery, just above Dorjodra, the Red Temple. News had just come of very heavy fighting down in the province. Yang Sen had evacuated Chengtu and Gen. Liu Hsiang had entered the capital. Robbery and brigandage was reported around Kiating; and severe fighting was taking place above Luchow.

However, important as these things were, they in no way interfered with the Devil Dance. Tachienlu dressed itself in all the colours of the rainbow and prepared with all its heart to have a real good time. Lhamotse occupies a commanding position overlooking the valley.

It is a very picturesque building and is approached up a long avenue of poplar trees. Its greatest claim to notoriety, however, is not its beauty, nor its significance, nor its position; it has at least six ferocious, wild Tibetan dogs who fly at all and sundry and quite recently tore the leg of the Taoyin's little boy. I once saw a European run from those dogs.

One unfortunate incident marred this year's dance. It is the custom of the lamas to spread several tables and invite the officials and the members of the Chamber of Commerce to a Chinese dinner. This year, whether from a foolish desire to honour the officials at the expense of the Chamber, is not clearly known, but a difference was made in the spreading of the tables. The dinner laid down for the officials was known as the "fish-roe spread," while that arranged for the Chamber came under the designation of a "sea-slug dinner." The difference in price may only have been a few rupees, but the loss in dignity was worth much more; so the Chinese Chamber of Commerce refused to sit down. This was an unfortunate beginning to what is regarded as the festive season of the year.

For the first for many years on this occasion there was no British Consul to grace the show with his presence.

The whole city seemed turned out to the dance; those who could walk went and those who couldn't were carried. Men, women, and children, dressed in their very best could be seen moving along every avenue leading to the temple. It is remarkable what may be worn under the inspiration of a Devil Dance. People, who in ordinary times can hardly be distinguished from beggars, dress up to attend this dance in costly silks and satins and bedecked in no end of jewellery. When the show is finished the dresses are carefully laid away again till next year.

"GAGGING" IN OLD PLAYS.

The dance given this year was the Tibetan play known as "Dri-me-gun-den." It is also sometimes called "A-jo-lha-mo." These Tibetan plays are usually old Indian stories and are very poorly and inaccurately produced. The actors are generally ignorant of the main facts and outline of the story and this allows for a good deal of licence and the dancer who throws in a "side" "stunt" and makes a hit incorporates into the play something of his own which goes down to posterity. As a general rule the play is some old historical event where someone becomes very religious and bestows the bulk of his property in good deeds to feed the poor and maintain the lamasery. They all have this in common, that religion especially the lama's should be patronized by those who want to go to Nirvana. The play this year depicted "Dri-me-gun-den," the son of wealthy parents. Some say his father was a king and that he followed in his father's footsteps. Dri-me-gun-den at a very early age showed indications of extreme religious precocity. This took the shape of very elaborate gifts and donations to the adjacent lamaseries. Very soon the wealth of this wealthy family was slowly finding its way into the lama's temple. However with all his giving, Dri-me-gun-den found no peace of mind. His wife being childless, he betook himself to prayer, asking God to give him children. In

NO WORSHIPPERS.

Will Of American Spiritualist.

Leroy (Ill.)—The foundations are about to be laid here of a \$50,000 church without any parishioners. There will be \$25,000 expenditure for furnishings and extras—a pulpit for the preacher and pews—but there will apparently be no people. This house of worship will be dedicated on March 1, 1926.

The court has ruled that the structure must be built. It was provided for in the will of Mr. J. T. Crumbaugh, an eccentric local farmer. All contestants of the will have been beaten so often that they have abandoned their efforts. Crumbaugh became a Spiritualist before he died, and the tabernacle is to be a Spiritualistic church, although there is not a Spiritualist in the township. The will provides for the maintenance of the church by means of the income from 1,000 acres of land.

course of time his wife bore him two sons and one daughter. Their names were Legden, Leg-je, and Leg-tsem.

THE RELIGION OF SELF.

With this family Dri-me-gun-den failed to find peace of mind. His soul failed to find satisfaction, either in giving or receiving. Peace he would have and must have cost what it may and so he determined to sacrifice his children, in order as he thought, to get peace and rest of mind. Taking his two boys one day to the river side he cast them in thinking thereby that God would accept his sacrifice. Some time later he offered his little daughter and finally his wife. This high and noble act of worship may have pleased the gods, but it did not please his parents. His extreme religious propensity had disturbed their peace of mind and so to cure him his parents determined to drive him from the country to wilds known as "Du-ri-ha-shang." Here Dri-me-gun-den dwelt among the wild beasts for 12 long years. Being a good and virtuous man the wild animals soon became very friendly with him making his stay in "Du-ri-ha-shang" more pleasant than otherwise. Thinking he had suffered enough for his misdeeds and that he had been long enough away from his parents he decided to return home. On his way back very poor and destitute he met a blind beggar sitting by the roadside. The beggar accosted Dri-me-gun-den, asking an alms. Dri-me-gun-den, as poor as a church mouse, and still following his old principle offered the blind beggar his very best, namely, his two eyes.

THE GODS RELENT.

Dri-me-gun-den now reached what might be termed, the last and final act in his desire to gain Nirvana. Led home a poor, helpless, blind man, his parents could do nothing but receive him back again. This however proved the turning point in Dri-me-gun-den's religious history. The gods accepted his sacrifice; granted him complete peace of mind; restored the wealth he had bestowed; returned to him his two sons, his daughter, and his wife and finally he received back again the eyes he had so generously bestowed on the blind beggar. Dri-me-gun-den, like Abraham, was prepared to offer whatsoever God demanded, and like Abraham he stood the test.

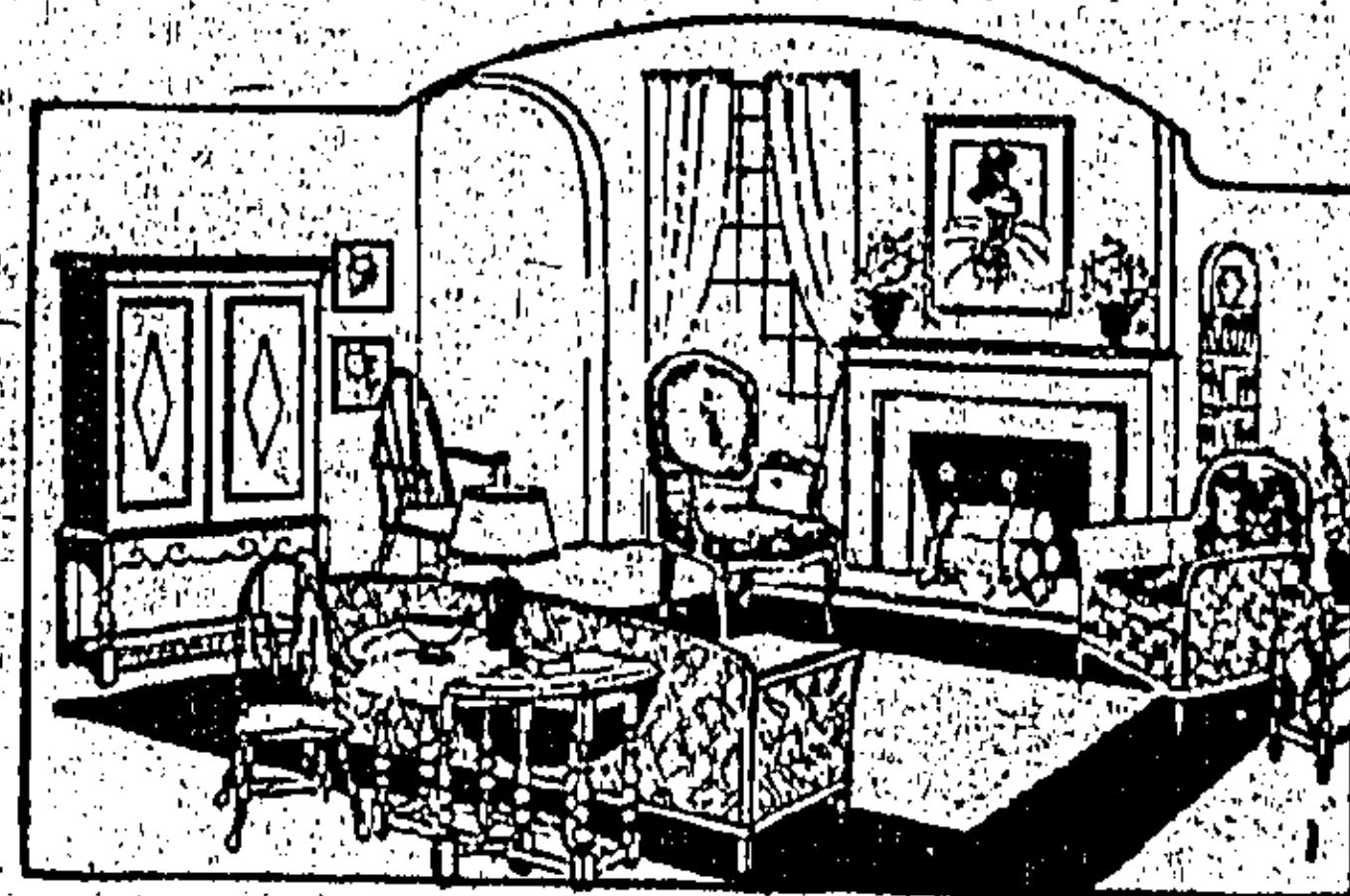
This is the story as played by the lamas in the temple during the last three days. How near it is to the original it is difficult to say, as each lama has his own version and interpretation of the story. The main point, and the point the lamas drive home is, that Dri-me-gun-den became very religious, that he bestowed much of his wealth to the lamaseries, that he was willing to sacrifice anything and everything to gain Nirvana, and that he did not lose thereby. As a religious play we may be sure it lost nothing in the acting. On the last day of the show, those attending the play carried with them all kinds of presents, chiefly food-stuffs, to keep the poor lamas going, and the Chinese officials gave very handsome presents of Yachow tea.

Another unfortunate incident happened before the show closed. The Tibetan wives of some of the Chinese officials had a stand-up fight among themselves because one had been allotted a higher place than the other. North-China Daily News.

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NEW SHIPMENT JUST ARRIVED

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Double bed size. \$29.50 to \$79.50 per pair

Cot Blankets \$9.95 per pair

DOWN QUILTS

NEW DOWN QUILTS

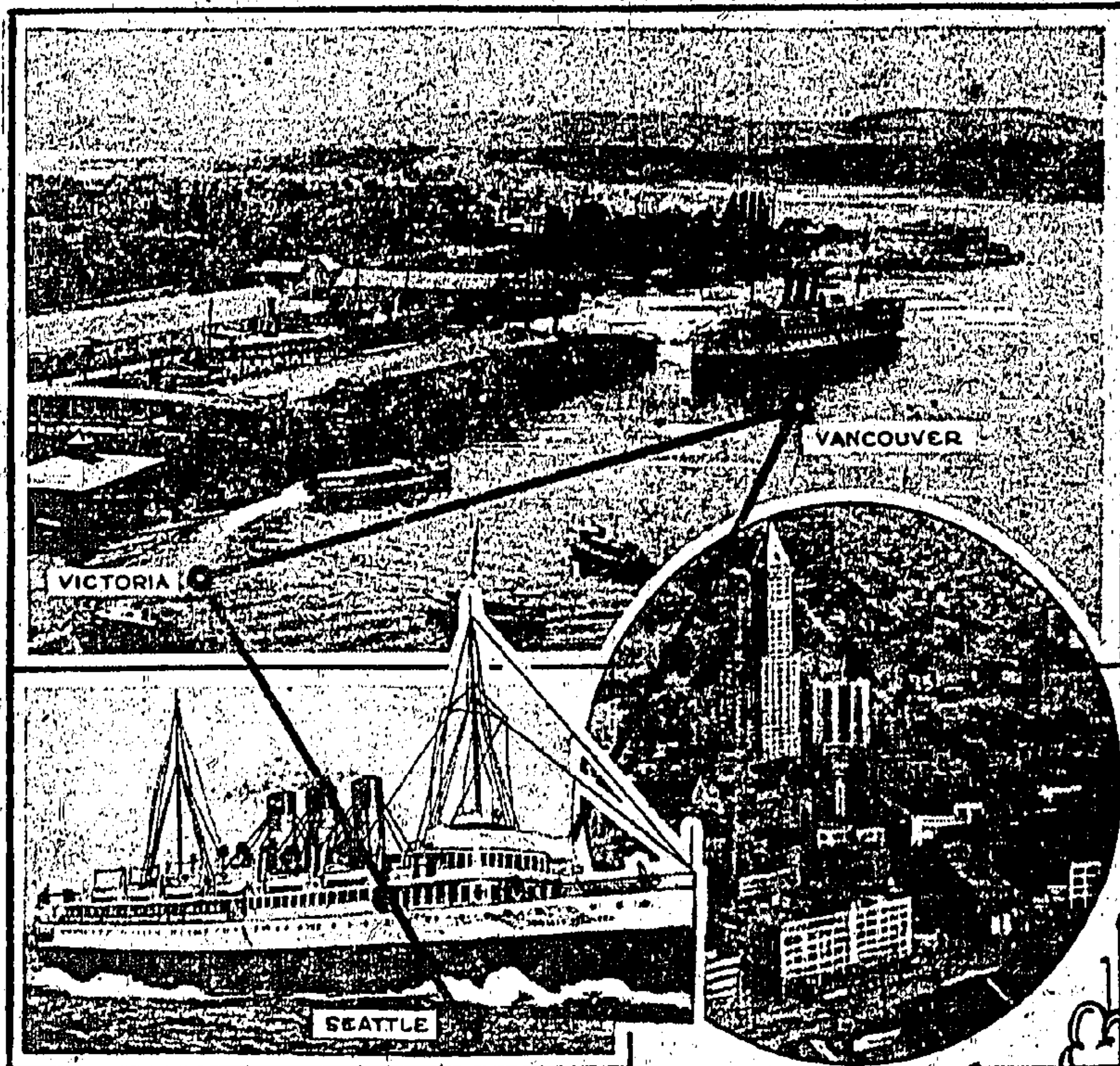
NEW CUSHIONS

A Visit Cordially Invited

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CANADIAN SHIPPING FACILITIES.

The Tourist's Eternal Triangle



Someone has just published a book about Canada. It is only a little book—about eighty pages—but it contains an astonishing amount of information. It will tell you how many cities there are in Canada; how many people there are in those cities; how many bushels of wheat were grown in 1924 and how much money the government makes out of the business of governing. It will also tell you, incidentally, that Victoria, B.C. is one of the most beautiful cities of the world and that Vancouver has the second finest harbor there is anywhere.

That is the right sort of book to publish. There is nothing vague, nor indefinite nor yet inaccurate about the information it gives. It errs, if at all, in being a trifle too modest. Victoria is indeed one of the most beautiful cities in the world, but that is not all one can say about it. It is the capital of British

Columbia and as such is the centre of the province's recreational, industrial, and social activities and that's saying a whole lot. Then there's Vancouver. Look at its bathing beach. No wonder the citizens have built the second finest harbor in the world when they have a great and beautiful slab of the Pacific Ocean to fling themselves and each other into to revive their weary bodies and minds whenever the business of operating their famous harbor becomes burdensome.

These two cities are linked with each other and with Seattle, to the south, by what is known as the Triangle Route of steamships of which the Princess Kathleen, of the Canadian Pacific Coastal service is a member. The 'Kathleen' recently made her inaugural trip on this route and is now permanently in the service.

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A.B.C. 5th Edition.
Bentley's.

MUSSOLINI RECOVERS.

Fascist Discipline to Continue.

London, 4th, September: Contradicting the rumours regarding Signor Mussolini's health, Signor Parenci, Secretary of the Fas-

cist Party, assured a Rome gathering of Fascist Senators and deputies, that Mussolini had now completely recovered, and felt so sure of his physical powers as to be convinced that his successor was not yet born.

He added that while Fascism would remain wholly intransig-

ent Signor Mussolini did not intend to be obstructed in his effort to restore the value of the lira by petty party squabbles. Fascism must therefore remain disciplined and obedient.

He foreshadowed new measures for stabilizing the Fascist regime.

SOVIET AND CHINA.

DOCUMENTS WHICH PROVE PROPAGANDA.

FANNING DISCONTENT.

Soviet Russia prints a newspaper in Shanghai called the *New Shanghai Life*. It would be instructive for the historian of recent events in China to look through the files of this paper. Here he would probably find the best record extant of the aims and aspirations of Moscow in China, writes the Shanghai correspondent of the *New York Evening News*.

During the period of violence in Shanghai and other cities immediately following the riots of May 30, this Soviet mouthpiece exultantly predicted that a proletarian revolution had finally come to China. Congratulations were extended to the "brother workers of China," who were about to throw off the yoke of "foreign imperialism."

But in the few days following, as it became increasingly apparent that the more moderate elements had prevailed in China, and that there would be no extensive violence, the tone of the editorials in the *New Shanghai Life* gradually changed. There was no future talk of a revolution, but the editor's entire attention was given to expatiating upon the golden opportunity which lay before China of immediately and summarily abrogating the "unequal treaties."

"MOSCOW WANTS CONFUSION." According to the best available information, this newspaper has accurately reflected Soviet policy in China. Moscow hopes for a revolution. But it is now convinced that China is not ready for a revolution, and is devoting her entire efforts to persuading China to abrogate all existing treaties with Western nations, thus throwing the country into an utter confusion which would best serve her ends. The present situation suits her very well. It has come far sooner than she had hoped.

The Criminal Intelligence Department of the Shanghai Municipal Council has a great pile of documents revealing Soviet participation in the disturbances in Shanghai and other parts of China. It is unnecessary to cite them in detail, because the Soviet Government does not trouble to deny what they show.

Moscow has been spending money freely in China for several years, as the State Department at Washington and the Foreign Offices of other Powers have been repeatedly informed. That money has gone largely to two classes, labourers and students.

The labourers in the modern factories of China have good reason to be discontented with their lot. The ancient guild system has proved itself well suited to modern conditions in many other classes of employment, but no guild has yet been formed for modern industrial workers. As a result, they have often been cruelly exploited, both by Chinese and foreign employers.

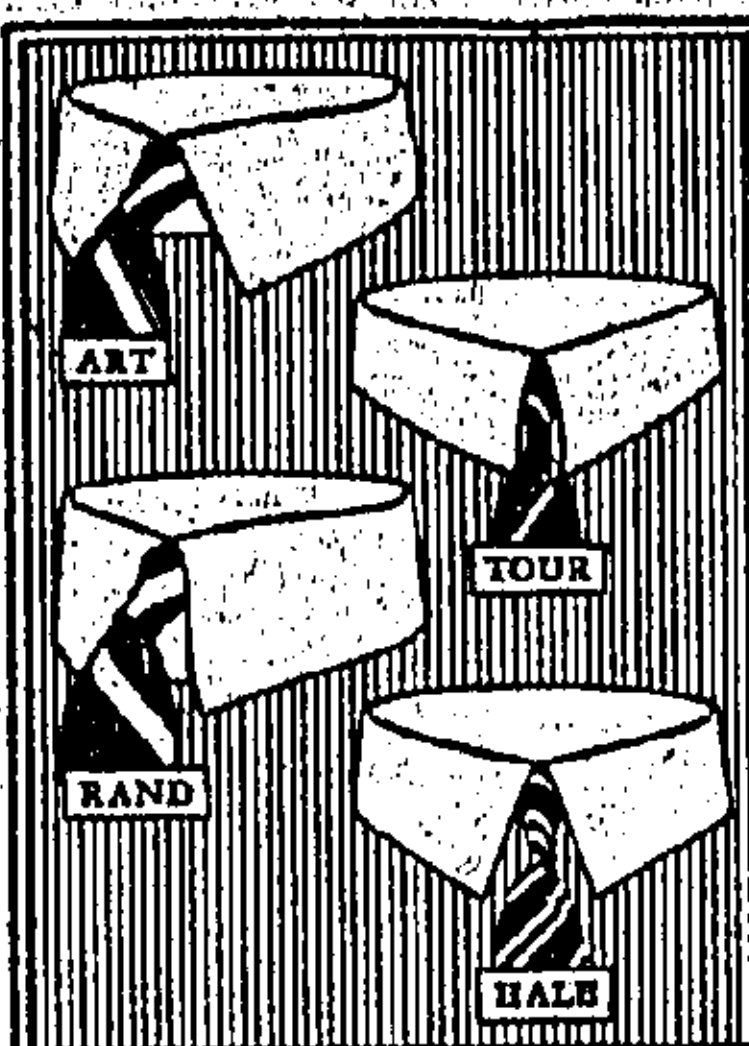
It was easy for Moscow agents to turn their discontent against the "imperialistic" Powers, although conditions in Chinese mills and factories have always been worse than in those operated by foreigners, and the gradual improvements made recently have all originated in foreign mills.

LAY TROUBLES TO FOREIGNERS. Among the labourers, no attempt was made to inculcate the doctrines of Communism.

But the work among the students was conducted on different lines. In the schools Moscow made a real attempt to preach world revolution and to teach the theories of Soviet doctrine. The students of China have become increasingly discontented, conditions in their country yearly limiting their opportunities as disorders spread. Moscow has made skillful use of this discontent in China as in other parts of the world.

So the situation in China places Moscow in a position where it can exploit to the greatest possible advantage the fact that Russia is the only great nation which has "voluntarily" renounced her treaty rights.

The U.S. Bureau of Standards, Washington, can tell exactly how an airplane engine will behave at high altitudes, without ever taking the engine off the ground. This is done in the bureau's "altitude chamber." An air pump reduces the pressure in the room, while ammonia coils reduce the temperature, until conditions existing at any altitude are reproduced.



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Each double room has a private bathroom attached, and there is a private bathroom to each two single rooms.

The rooms in the new Wing
will be ready for occupation
on or before

1st DECEMBER 1925

but reservations will be accepted for the

1st NOVEMBER 1925

at the same rates on the understanding that the residents making such reservations will be accommodated in the Hongkong Hotel until the rooms reserved in the new Wing at Repulse Bay are ready for occupation.

Please communicate with

The Superintendent of Hotels,
The Hongkong & Shanghai Hotels, Ltd.
16, Des Voeux Road, Central,
HONGKONG.



LONDON SERVICE

"HELENUS" 6th Oct. Marseilles, London, R'dam & Hamburg.
 "HECTOR" 21st Oct. Marseilles, London, R'dam & Glasgow.
 "CALONAS" 3rd Nov. Marseilles, London, R'dam & Hamburg.
 "BARPEDON" 18th Nov. Marseilles, London, R'dam & Glasgow.

LIVERPOOL SERVICE

"MEDON" 5th Oct. Genoa, Havre, Liverpool & Glasgow.
 "TARON" 20th Oct. Genoa, Havre, Liverpool & Glasgow.
 "AJAX" 1st Nov. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

via KOBE & YOKOHAMA.
 "PROTEUS" 10th Oct. Victoria, Vancouver & Seattle.
 "PHILOCTETES" 31st Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"EUBOCHUS" 19th Oct. Boston, New York & B'more via Suez.
 "PYRHIUS" 8th Nov. Boston, New York & B'more via Suez.

PASSENGER SERVICE

"HECTOR" 21st Oct. Singapore, Marseilles & London.
 "BARPEDON" 18th Nov. Singapore, Marseilles & London.
 "PATROCLUS" 16th Dec. Singapore, Marseilles & London.
 "ANTENOR" 13th Jan. Singapore, Marseilles & London.
 "HECTOR" 3rd Mar. Singapore, Marseilles & London.
 "BARPEDON" 7th Apr. Singapore, Marseilles & London.

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The M. S. "ASIA"

will be loading for Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian ports on or about 26th. October 1925.

Further Sailings:— {Expected on or Will leave homeward bound about, on or about.

M.S. "Java" 15th October
 M.S. "Afrika" 15th November
 M.S. "Malaya" 10th December

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NEXT SAILINGS

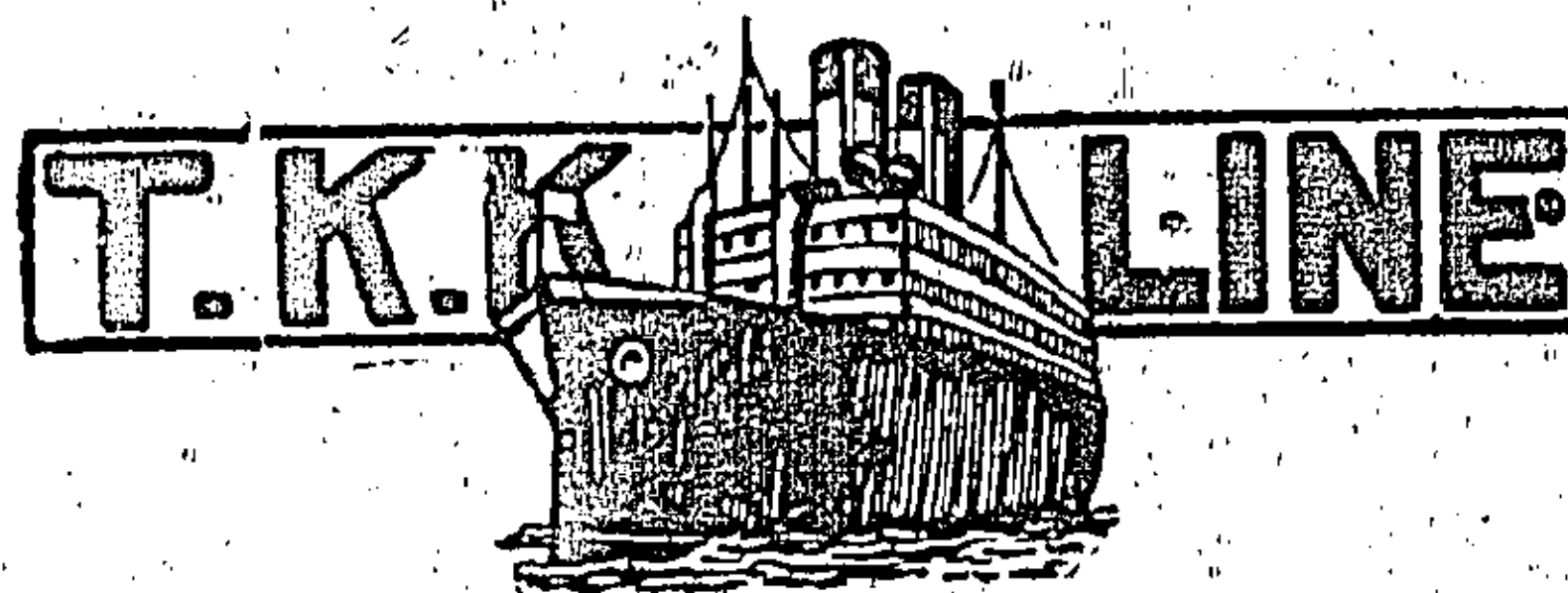
EASTBOUND	WESTBOUND
PRESIDENT TAFT Oct. 10, 5.00 p.m.	PRESIDENT ADAMS Oct. 13, 8.00 a.m.
PRESIDENT WILSON Oct. 24, 5.00 p.m.	

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ANYO MARU October 17th.
 BOKUYO MARU November 28th.

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 Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.
 S.S. OOSTKERK 2nd Nov.
 S.S. OUDERKERK Beginning of Dec.

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EMPRESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2				
EMPRESS OF CANADA	Oct. 30	Nov. 2	Nov. 4	Nov. 7	Nov. 16				
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 30				
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 16				
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 25				
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 8				
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22				
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10				
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22				
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5				
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19				
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5				
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17				
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31				
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14				
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30				
EMPRESS OF ASIA	Jun. 25	Jun. 27	Jun. 30	July 3	July 12				

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 7	Oct. 9	E/Asia	Oct. 10
Oct. 21	Oct. 23	E/Canada	Oct. 24
Nov. 4	Nov. 6	E/Russia	Nov. 7

Passenger Department: Tel. C. 752. Cables: "GACANTAC".

Freight and Express: Tel. C. 42. Cables: "NAUTILUS".



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Enggano	Java	4th Oct.	6th Oct.	Shanghai
Tjikembang	Batavia	4th Oct.	6th Oct.	Batavia
Tjisalak	Shanghai	5th Oct.	8th Oct.	Ampo N. China
Tjibodas	Java	8th Oct.	8th Oct.	Ampo N. China
Kambangan	Java	8th Oct.	8th Oct.	Ampo N. China
Tjikini	Amoy	8th Oct.	9th Oct.	M'sar & S'baia
Toba	Java	9th Oct.	9th Oct.	M'sar & S'baia
Tjitroem	Japan	16th Oct.	17th Oct.	Batavia
Tjilwong	Amoy	18th Oct.	19th Oct.	M'sar & S'baia
Tjikembang	Shanghai	19th Oct.	22nd Oct.	Batavia

†Via Macassar

*Via Batavia

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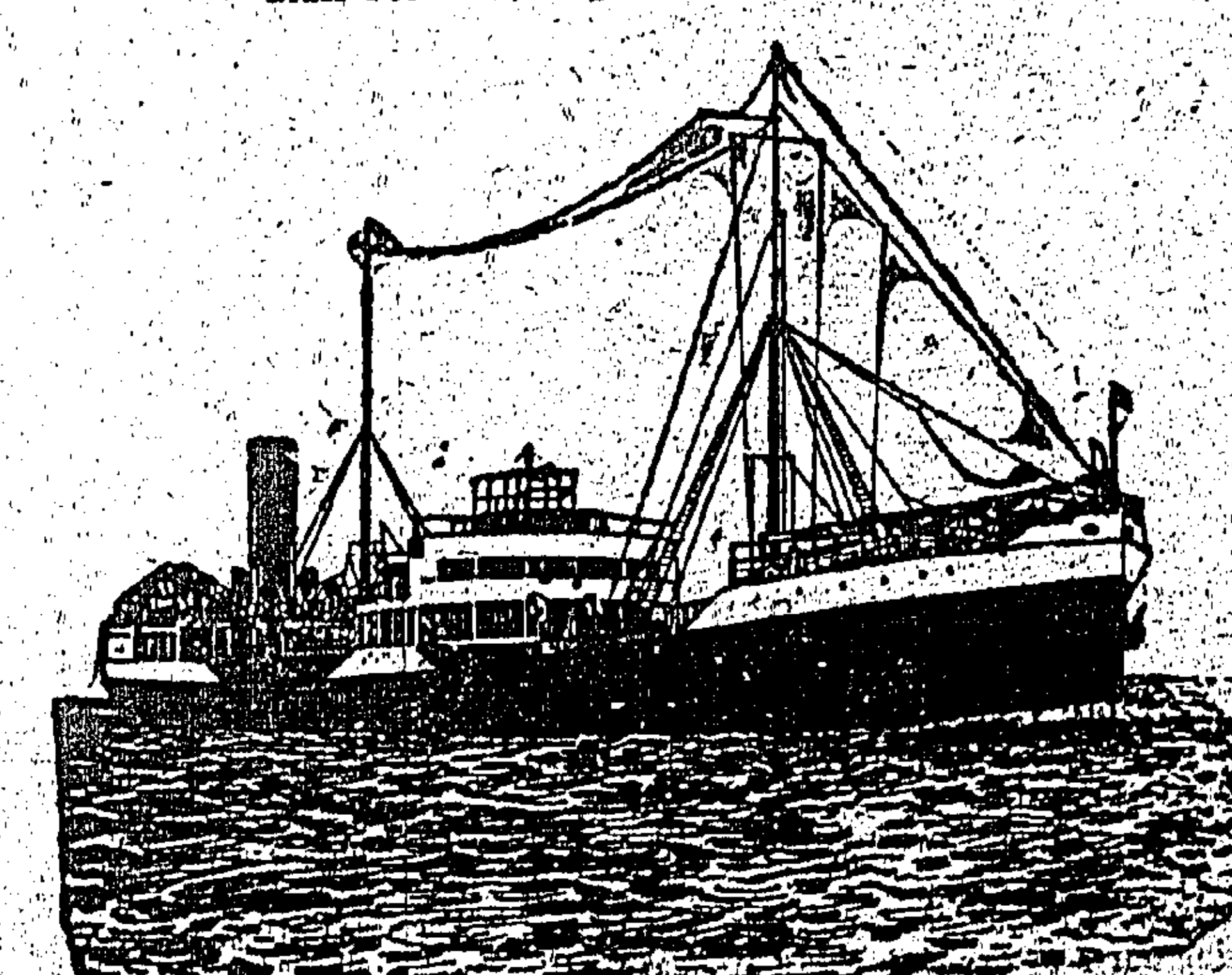
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having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

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All Claims against the Steamer must be presented to the Undersigned on or before 15th October, 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week.

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Hongkong, October 1, 1925.

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SOUDAN	6,698	14th Oct.	S'pore, P'ang, Obo & B'bay
MALWA	10,941	17th Oct.	Marseilles & London
SIOLIA	6,813	26th Oct.	S'pore, P'ang, Obo & B'bay
KEIYA	9,135	31st Oct.	Marseilles, L'don & A'werp
MANTUA	10,902	14th Nov.	Marseilles & London
KALYAN	9,118	23rd Nov.	M'les, London & Antwerp
KASHMIR	8,985	10th Dec.	S'pore, P'ang, Obo & B'bay
MCREA	10,911	12th Dec.	Marseilles & London
KASHGAR	9,105	26th Dec.	M'les, London & Antwerp
MACEDONIA	1,1089	9th Jan.	Marseilles & London
KEYBER	9,114	23rd Jan.	M'les, London & Antwerp
DELTA	8,097	4th Feb.	S'pore, P'ang, Obo & B'bay
MALWA	10,941	6th Feb.	Marseilles & London
KARMA	9,128	20th Feb.	M'les, London & Antwerp

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TALAMBA	8,018	9th Oct.	S'pore, Penang & Calcutta
TALMA	10,000	26th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	6th Oct. 10 a.m.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	4th Nov.	Island, Townsville, B'bane,
TANDA	6,958	2nd Dec.	S'pore and Melbourne.

*Calls at Iloilo & Kolambagan.

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GARBETA	5,327	20th Oct.	Shanghai, Moji, Kobe & Osaka
KALYAN	9,118	31st Oct.	Shanghai, Moji & Kobe

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CARMARTHENSHIRE	15th Oct.	GLENAMOEY	4th October
GLENAMOEY	1st Nov.	GLENAMOEY	10th October
C. R. NAYLOR	12th Nov.	GLENAPP	13th November
GLENBIF	26th Nov.	GLENAPP	10th November
GLENTARA	13th Dec.	GLENAPP	10th November
GLENSHIEL	24th Dec.	GLENAPP	10th November

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AMERICAN & MANCHURIAN LINE

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S.S. "WALTON HALL"	via Suez Canal	7th Oct.
S.S. "EURYLOCHUS"	via Suez Canal	19th Oct.
S.S. "LANGTON HALL"	via Suez Canal	28th Oct.
S.S. "PYRRHUS"	via Suez Canal	19th Nov.

*Calls at New York first.

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YOKOHAMA MARU	...	Wednesday, 28th Oct. at 11 a.m.
KAGA MARU	...	Thursday, 19th Nov.
MARSEILLES, LONDON & ANTWERP	...	Saturday, 10th Oct. at 11 a.m.
SUWA MARU	...	Saturday, 24th Oct.
FUSHIMI MARU	...	Saturday, 7th Nov.
HAKOZAKI MARU
MITO MARU
LIVERPOOL via ADEN & MARSEILLES, GLESGOW
TSUSHIMA MARU
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU
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NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "ROSANDRO"	...	Sails about 10th Oct.
S.S. "NIPPON"	...	Sails about 10th Oct.
S.S. "SILVIO FELICO"	...	Sails about 12th Oct.
S.S. "PERSIA" (cargo only)	...	Sails about 12th Oct.
M.S. "VIMINALE"	...	Sails about 10th Dec.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA"	...	Sails about 25th Sept.
S.S. "ROSANDRA"	...	Sails about 31st Oct.
S.S. "NIPPON"	...	Sails about 1st Dec.
M.S. "VIMINALE"	...	Sails about 31st Dec.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails about 1st Oct.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY ... 23rd Oct.

LEGASPI ... 19th Dec.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY ... 5th Oct.

LEGASPI ... 30th Nov.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.

Tel. 1531. Alexandra Building, Hongkong.

O. D. BARRETTO, Ltd., 28, Central Avenue. B. C.

HONGKONG, CANTON & MACAO STEAMERS.**CANTON LINE—Sailings from Hong-**

kong, Monday, Wednesday, and Friday. Sailings from Canton, Tuesday, Thursday and Saturday at 8 a.m.

MACAO LINE—Sailings from Hongkong daily at 8 a.m. and 2 p.m. daily (Sundays, 8.30 a.m. only); and from Macao at 8 a.m. and 2 p.m. (Sundays, 4 p.m. only.)

SUNDAY EXCURSION On Sunday 4th Oct., s.s. KINSHAN will leave Hongkong at 9 a.m. from Company's Wing Lok Street Wharf, and leave Macao at 4 p.m.

THE HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.

COAST SHIPPING.**THE BANK LINE, LTD.**

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "MALVERNIAN" via Suez Canal 19th September.

S.S. "WALTON HALL" " " 7th October.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

Loading for Manila, Boston, New York.

M.V. "FORREBANK" via Suez Canal 1st November.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF CAMBRIDGE" 27th September.

For Havre, London, Hamburg & Antwerp.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "SURAT" sails Hongkong Middle November.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Ohinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines. apply to—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE"**

This vessel will sail hence on her maiden voyage on 17th October, at 4 p.m.

FOR MANILA, PORT BANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

This New Vessel is fitted with the Finest and Most Up-to-date First and Second Class Passenger Accommodation.

(Sailing Subject to Alteration.)

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36 Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Amoy and Foochow (Occupying 9 to 10 days.)

Calling at Amoy for Passenger only

Steamships. Captain. Leaving.

Matching. W. S. Turnbull... TUES, 6th Prox. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haihong" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

M MESSAGERIES MARITIMES M**SERVICES CONTRACTUELS**

Mail Steamers. Next Sailings. From Marseilles. Pro. arr. at Hk. and Sailing for H'k. & Japan. Pro. Sailing from H'k. for M'les.

PORTHOS 13th Oct.
DARTAGNAN 27th Oct.
ANGKOR 11th Sept.
13th Oct.
10th Nov.
ANGERS 25th Sept.
27th Oct.
24th Nov.
ANDRE LEBON 9th Oct.
11th Nov.
8th Dec.
PAUL LECAT 23rd Oct.
25th Nov.
2nd Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctors' attendance.)

A Class 1st Class \$35.00 B. Class 1st Class \$33.00

Steamers 2nd Class \$33.00 Steamers 2nd Class \$30.00

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "DR. P. BENOIT" from Dunkirk, London, Havre is due to arrive about 19th Oct.

For full particulars apply to Messageries Maritimes Co. 3 Queen's Building.

CONSIGNEE NOTICES**THE BEN LINE STEAMERS, LIMITED**

From LEITH, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship

"DENRINNES"

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and for extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before 16th Oct., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 9th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter- signed by

GIBB, LIVINGSTON & CO., LTD.

Agents,

Hongkong, 2nd Oct., 1925.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S. S. "D'ARTAGNAN"

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS, LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.
Tels. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Tel. Central 373. Telegraphic Address "Victoria"

THE EUROPE HOTEL.
SINGAPORE.
FOR
COMFORT—FOOD—MUSIC—DANCING

Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe Singapore". **ARTHUR E. ODELL**
Telephone 2740. Managing Director.

TO WORK IN COMFORT DURING THE DAY,
AND REST IN COMFORT DURING THE NIGHT.
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SKETOCIDE
and quickly rid the Office and Home—of all
MOSQUITOES, FLIES, SANDFLIES, Etc., Etc.
SKETOCIDE kills all insects.

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SKETOCIDE is nonpoisonous.

THE PHARMACY.
Ariatic Building, 26 Queen's Road Central. Tel. 343

POST OFFICE NOTICE.

The public are advised that correspondence intended for Canton will,
if superscribed "By Train" be transmitted in the mail closed at 8.15 a.m.
daily and forwarded by the 9.15 from Kowloon.

Postage stamps should be affixed in the right-hand top
corner of the address side of all postal articles.

Radio Traffic with Canton is suspended until further notice.
Interport radio telegrams are subject to delay.
Messages in code must have name of code used included in text

The Radio office has reverted to its normal working hours, viz:
G.P.O. Counter.—8 a.m. to 5 p.m.
Radio Office.—5 p.m. to 8 a.m.
3rd floor, G.P.O. Building.—5 p.m. to 8 a.m.

INWARD MAILS.

From	Per	Due.
Canada, U.S.A., Japan and Shanghai	Pres. Jackson	October 3.
Europe via Suez (Letters and Papers)		October 3.
London 3rd Sept. and Parcels 27th		October 3.
Shanghai and Amoy	Khiva	October 3.
Australia and Manila	Yingchow	October 4.
Australia and Manila	St. Albans	October 9.
Australia and Manila	Changsha	October 13.

OUTWARD MAILS.

For	Per	Date.
Macao	Kinsan	Sat., Oct. 3, 7.15 a.m.
Strait, Ceylon, India, Mauritius, E.		
and S. Africa, Aden, Egypt and	Parcels	2nd 5 p.m.
Europe via Marseilles	Karmala	Sat., Oct. 3, 10.30 a.m.
	Registration	10.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 31st October)	
Holbow	Chinhua	Sat., Oct. 3, 9.30 a.m.
Shanghai and Japan	Khiva	Sat., Oct. 3, 10 a.m.
Swatow	Tungshan Miru	Sat., Oct. 3, 10 a.m.

*Correspondence bearing vessel's name only.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 11, Ice House Street, in the City of
Victoria, Hongkong.

EARLIER TELEGRAMS.

FRANCO-AMERICAN LOAN NEGOTIATIONS.

Paris, October 2.
The press is disappointed with the result of the Washington negotiations.

Le Journal says: "Thus fruitlessly, in uncertainty and gloom, concludes one of the most painful episodes of peace."
Figaro declares in response to France's generous gesture of accepting without discussion the total bill, America proposed to France slavery.

Le Petit Journal says that certain of the Americans have forgotten the obligations of alliance and friendship.

The Communist newspaper *Humanite* asks whether the Anglo-Saxon financiers or the workers and peasants of France are to control French economic life.

Homme Libre is of the opinion that the final result of the American proposals will be a United States mandate over France. —*Reuter*.

New York, October 2.
All the morning papers regret that a full settlement of the French debt was not accomplished. The *Herald-Tribune* hopes no political manoeuvring on the part of M. Caillaux will be permitted to cloud in the French mind the fact that the American proposals are fair and generous.

The *New York World* regrets the failure to settle the miserable question. "For five years this irritating business will continue to bedevil our relations with France by providing jingoes on both sides with clap trap." —*Reuter's American Service*.

THE WAR IN MOROCCO.

Madrid, October 2.
With the recent captures of the heights, including Adarseddun, a communique claims the Spaniards have completely established the military base required for an advance to Ajdir and are now masters practically of the whole of Alhucemas Bay. The newspapers are jubilant. —*Reuter*.

Fez, October 2.
French operations along the front at Kiffane are temporarily at a standstill. The French troops brilliantly carried all the objectives which were strongly held by the enemy and reached all their objectives. French losses in the two days offensive were only 15 killed and 50 wounded. The air force carried out sixty bombing raids yesterday. —*Reuter*.

GERMANO-RUSSIAN NEGOTIATIONS.

Berlin, October 2.
The negotiations between Herr Stresemann and T. Chicherin lasted till four in the morning but did not result in the signing of the proposed Russo-German commercial agreement, chiefly owing to the Soviet demanding a loan of 200,000,000 marks for the purchase of agricultural and other machinery, while the Germans were unwilling to grant more than 100,000,000. The German Foreign Office Commission will shortly go to Moscow in the hope of arriving at a satisfactory solution. —*Reuter*.

CHILE CABINET RESIGNS.

Santiago de Chile, October 2.
Following the refusal of Colonel Ibanez, Minister of War, to resign owing to his acceptance of the nomination for the Presidential election, the Cabinet resigned. President Alessandri has also resigned. Luis Borgono, Alessandri's unsuccessful competitor at the last election, has taken over the Vice-Presidency. —*Reuter's American Service*.

SUMMER TIME IN GREAT BRITAIN.

London, October 2.
Summer time in Great Britain will end officially at three o'clock on the morning of the 4th. —*Reuter*.

MODERN PROPULSION.

Flames that Burns in Water.

By a process evolved by Mr. Oscar Brunler, a young engineer, a submerged flame, burning in direct contact with water, can produce instantly steam power capable of driving a locomotive or a steamship. The method is applicable also to chemical solutions, for purposes of concentration.

With generator measuring 3 feet by 4 feet 6 inches, Mr. Brunler claims he could generate power sufficient to drive a locomotive from London to Glasgow and back.

Its application to shipping would enable a liner to leave harbour immediately, it is claimed. "The flame is produced by a mixture of oil and air, which is ignited after contact with the water, where it burns fiercely, attaining a heat of 4,000 degrees Fahrenheit.

In addition to its mechanical applications, the principle can be applied to the interest of agriculture in the production of nitric acid and calcium nitrate, by regulating the amount of air burned in the flame. —*Daily News*.

PASSENGERS.

DEPARTED.

Per Empress of Australia, October 2nd.—Mr. H. A. Anderson and daughter, Miss H. Argent, Mr. V. L. Beecham, Mrs. W. R. Buckberrough, Mr. M. Carline, Mr. Choa Po-men, Miss Grace Chun, Mr. R. Dijkstra, Mr. E. R. Dovey, Mr. and Mrs. H. E. Edwards, Miss J. Gardner, Mr. L. A. Goedbloed, Mr. A. dos S. Gomes, Mr. H. H. Guembel, Mr. J. M. Haat, Mr. J. L. Heenan, Dr. P. Hermant, Mr. Ho Hon-tan, Mr. Ho Fung-chiu, Dr. and Mrs. A. L. Hoops, Mr. and Mrs. E. Hughes, Mrs. M. Mowatt Jones, Miss M. Sinclair, Master G. Sinclair, Dr. E. Jourdan, Mr. W. D. Kader, Mr. A. E. J. Knight, Mr. and Mrs. Lee Ho-sang, Mr. Lee Kang-bor, Mr. Men Lie, Mr. F. H. Mody, Madame Lily Negre, Dr. L. Noudin, Miss M. Nuttall, Mr. G. H. Percy, Mr. H. S. Remedios, Mr. T. Sakakibara, Mrs. H. Schryver, Mr. E. H. Scott, Mr. Shun Ping, Mr. F. D. Smith, Miss J. Stockwell, Mr. K. L. Tsang, Mr. Tuck Ting Po, Dr. J. S. Webster, Mr. H. L. Wilson and Mr. Wong Foon Po.

Entertainments.

TO-DAY at 2. 30. p.m.

THE KING OF WILD HORSES,

TO-NIGHT at 5, 7.15. 9.30.

THE SEA HAWK



A Story of Unusual Romance
—vivid, Human and Colourful

New York World

Alive with action, ablaze with thrills!

New York Sun

HOPE HAMPTON
and
LOWELLS HERMAN

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THE TRUTH ABOUT WOMEN

A Tale of Two Women and Two Loves
TO-NIGHT

THE STAR

THEATRE ROYAL

TO-NIGHT at 9.15 p.m.

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SCOTCHWHISKY, "DON"

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REGISTRATION.

Your servant may now be registered at \$1.00 per head.
Recorded certificate showing name, photograph and thumb-
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to supply homes to servants of all descriptions for a nomi-
nal fee.

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2nd, Floor, 15—17 Queen's Road Central. Phone C.1926.

EARLIER TELEGRAM.

FLYING OVER GERMANY.

Paris, October 2.

The airman Coste has been released without serving the remaining
twelve days in prison, after assuring the authorities at Freiburg that
his firm would pay the balance of the fine. —*Reuter*.

A SIMPLE TEST

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which is the most popular evening
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